The Bombay Gazette.

No. 7,368.—New Series. BOMBAY :—MONDAY, OCTOBER 25, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
——— including postage.....	„ 72 0
For half year in advance, delivered in Town	„ 28 0
——— including postage.....	„ 38 0
For three months' advance, delivered in Town ...	„ 16 0
——— including postage.....	„ 21 0
For one month, delivered in Town	„ 6 0
——— including postage	„ 7 12
Single Copy for Cash	„ 0 4
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TERMS FOR ADVERTISEMENTS.

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First insertion.....	Rs. 5 0
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er line but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
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In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The steam-ship ASIA, 1,579 Tons, 250 H. P., Commander J. Patterson, will be despatched on TUESDAY, the 26th October, at noon.

	Oct.		Nov.
Leave Bombay.....	26	Leave Galle	3
„ Carwar	28	„ Negapatam	5
„ Mangalore.....	29	„ Pondicherry	6
„ Cannanore.....	30	„ Madras	8
„ Calicut	30	„ Coconada	10
„ Beypore	30	„ Vizagapatam.....	11
„ Cochin	31	„ Bimlipatam	11
„ Tuticoria	Nov. 1	Gopalpore	12
„ Columbo	2	„ False Point.....	13
		Arrive Calcutta.....	14

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

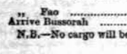
THE British India Steam Navigation Company (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

Ups.		Nov.	Downs.	Nov.
Leave Bombay		1	Leave Bussorah	19
„ Kurrachee.....		5	„ Fao	19
„ Guadur		9	„ Bushire	21
„ Muscat		9	„ Linga	23
„ Bunder Abbas.....		11	„ Bunder Abbas.....	25
„ Lingah		12	„ Muscat	27
„ Bushire		15	„ Guadur	29
				Dec.
„ Fao		16	„ Kurrachee.....	1
Arrive Bussorah		17	Arrive Bombay.....	7

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE



THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Monday at noon.

The steam-ship EUPHRATES, 650 tons, 120 H. P., Commander J. C. Shand, will be despatched on MONDAY, the 25th October, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO THE MALABAR COAST.

THE well known First Class Steamer TIBOOR E. Baker, Commander, will leave for the undernoted Ports every SATURDAY, starting from the Apollo Bunder at 4 P.M.

Unjunwell, Ratnagherry, Jeytapoor, Malwan, Vingorla, Goa, Panjim,

For Freight or Passage apply to NUSSERWANJEE KERSASJEE, Bazaar Gate Street, and for Charter to J. DIXON, Apollo Street.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to	Rewas.	Dhurumtur.	Butchers Island and Oorun.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	3 0
Second Class	0 12	1 0	0 0	0 12
Third Class	0 6	0 8	0 4	0 9

The Dhurumtur Ferry leaves Carnac Bunder daily at 8 A.M., and the Dhurumtur at 4 P.M.

The Oolwa Ferry leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M.

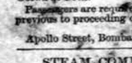
Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

Apollo Street, Bombay, 5th November 1867.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.



ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days :—

* Down Steamers. Up Steamers.

Leave Bombay .....Saturday.		Leave Cochin .....Friday.	
„ Ratnagherry...Sunday.		„ Beypore.....Saturday.	
„ Malwan „		„ Calicut ..... „	
„ Vingoria..... „		„ Tellicherry... „	
„ Goa .....Monday.		„ Cannanore... „	
„ Carwar ..... „		„ Mangalore..Sunday.	
„ Compta ..... „		„ Coompta ...Monday.	
„ Mangalore ...Tuesday.		„ Carwar ..... „	
„ Cannanore...Wednesday.		„ Goa .....Tuesday.	
„ Tellicherry... „		„ Vingoria..... „	
„ Calicut ..... „		„ Malwan..... „	
„ Beypore ..... „		„ Ratnagherry Wednesday	
Arrive Cochin....Thursday.		Arrive Bombay...Thursday.	

The Steamer GENERAL HAVELOCK, Captain Robinson, will be despatched according to the above table on SATURDAY, the 30th instant, at 3 P.M.

For freight and passage apply to

NOWROJEE BHICAJEE, Manager.

No. 6, Borah Bazaar Street, 25th October, 1869.

WANTED.

ONE or TWO GENTLEMEN can be accommodated with BOARD and LODGING with a respectable family in a good situation in the Fort. Address 21, Office of this Paper.

WANTED, a BAR-KEEPER. Satisfactory reference required. No one need apply who does not properly understand the business. Apply by letter to R.D., "Bombay Gazette" Office.

BOARD and RESIDENCE in the FORT.—ADVERTISER desires ONE or TWO GENTLEMEN to JOIN HIM. Residence very Commodious and facing the Esplanade. Expenses moderate. References exchanged if required. Address ALPHA, office of this paper.

HOUSES, &c., TO LET.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO LET, with immediate possession, the TOP FLOOR of a House No. 3, in Meadow Street, over Mrs. Hern's Millinery Establishment, suitable for Residence or Offices, with the use of a Cook-room on the ground floor. For Rent and other particulars apply to M. B. COHEN & Co.

TO LET, a very commodious and airy BUNGALOW at the Love Grove, in Worlee.—Has outhouses and stables, besides a very large compound and an extensive open space roundabout; commands a very excellent view. Lately in the occupation of Mr. Alex. Brown. Apply to VURJEEVANDASS MADHAVDASS & Co., Graham's Buildings.

A CARD.

L. H. PHILIPPS and Co., GAS FITTERS, Plumbers, Mechanical Engineers, Contractors, and General Agents. Depôt of Gas and Water Fittings. Fountains of various designs; Jets of great variety. Vulcanized India-rubber, and canvas hose with union joints. Branch Pipes Inserters and Spreaders, Tinned Lead Pipes of sizes, Lambert's and Warner's improved Bib and Stop Cocks in variety; Gas Pipes and Fittings in all its Branches, &c.

Kalbadevie Road, No 15.

TERMS—CASH.

SELLING OFF.—The following Goods are being SOLD at greatly REDUCED PRICES to clear stock :—

Accordians
Cigarettes
Concertinas
Corn Flour
Eau de Stuttgart
Embroidery for Slippers only
Enamelled Iron Ware
Fancy Goods
Glass Ware
Gold Beading
Hand Organs
Ink and Pencil Erasers
Insmitors
Lady's Companions
Lamps
Lanterns
Leather Goods, Fancy
Meerschaum Pipes and Cigar Holders
Musical Boxes
do. do. Organ
Office Pictures
Table Linen, English
do. do. Country
Towels, English and Country
Tobacco
Toys
Wall Papers and Borders
Work Boxes
Writing Desks.

J. NEUBERG.

9 Hummum Street.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £53, 2nd class £34. } of Wines.

Steamers will leave Bombay every three weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathbourne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Vallery Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The Steam-ship GUNGA, 1,900 Tons, Captain Child, will be despatched on MONDAY, the 8th November.

STEARNS, HOBART, & Co.

NEW ADVERTISEMENTS.

NOTICE.—TO BE LET, OFFICES facing the Custom House, in Block No. 2, Elphinstone Circle. For further particulars apply to REMINGTON & Co.

Bombay, 23rd October, 1869.

RE CULLIANJEE LUDHA, Deceased.—NOTICE is hereby given, that by an order of the Hon'ble Mr. Justice Westropp, made on the 15th day of October, 1869, LETTERS of ADMINISTRATION to the ESTATE and EFFECTS of the above named CULLIANJEE LUDHA, deceased, were ordered to issue to NURBAI, widow of the said deceased; and all persons who are indebted to, or have any property belonging, to the said Estate are hereby required forthwith to pay and deliver the same, respectively, to said Nurbai, widow, in Hornby Row, No. 40, within the Fort of Bombay.—Dated this day of October, 1869.

REMINGTON, HOBE, AND LANGLEY, Attorneys to Nuirbai, widow.

PIANOS.

ANOTHER Consignment, per Sir John Lawrence, of Solid Mahogany Square PIANOS, 7 octaves, by Schiedmayer of Stuttgart.

These celebrated Instruments are manufactured expressly to stand the climate of India.

This being the last batch of Pianos for the present season, Mr. Neuberg begs to request early application, having a great demand for these favourite Instruments.

Price Rs. 575 Cash and Rs. 600.

J. NEUBERG, 9 Hummum Street.

MUSIC STOOLS.

BEST English manufacture, with Patent Brass Screws, beautifully carved on tripod stands.

Rs. 20 to Rs. 30 each, Cash.

J. NEUBERG.

ACCOUNT BOOK or OFFICE PENCILS.

Cohen's Improved Continuous Compressed Cumberland Lead Pencils.

Warranted rich in colour, free from grit, to stand a firm point, and to rub out readily without leaving a trace.

The cavity of the cedar is filled with one unbroken length of lead, thus rendering each pencil unvarying in its degree throughout, and obviating the inconvenience, arising from the ordinary method of laying in several small pieces in succession which snap at each joint, and incur the further liability of having different degrees of hard lead in one pencil. This lead is manufactured from the fine famed Borrowdale Plumbago which cleanses from all impurity rivals the original mineral in its most valued qualities, being rich in colour, remarkably smooth, and tough in texture, and alone possessing the quality of rubbing out readily without leaving a trace. These pencils are adapted to every variety of climate, as the extremes of heat, cold, or damp have not the slightest effect on them, while from the peculiar tenacity of the lead, they are not liable to break even at the finest point. This improved mode of manufacture has secured the entire approval of the most eminent Artists, Engineers, and others.

Account Book Pencils, specially adapted for BOOK-KEEPING, warranted to rub out clearly, remarkably smooth and free in use.

Rs. 2 per dozen, or Rs. 20 per Gross.

SOUNDY & COMPANY,

7, and 8 Rampart Row, and 4, Forbes Street.

PORTMANTEAUX,

With solid leather handles, flaps, and buckled straps; and strong tumbler locks.

	Cash. Rs. as.	Credit. Rs. as.
Solid leather, measuring 19 by 12 by 8 inches, each	27 0	30 0
Best Brown Basil, of same dimensions..... each	18 8	21 0
Super enamelled black, bound with brown leather ..... each	16 0	18 0

OVERLAND TRUNKS,

With solid leather handles, flaps, and buckled straps; and strong tumbler locks.

Super enamelled black, bound with leather, measuring 39 by 15 by 12½ inches ..... each 27 0 30 0

BULLOCK TRUNKS,

With solid leather handles, flaps, and stout buckled straps, passing completely over the cover; and strong tumbler locks.

Best enamelled white, bound with brown leather, measuring 42 by 15 by 15 inches ..... each 36 0 40 0

A large assortment of

TRAVELLING BAGS,

CARPET, CARRIAGE, COURIER, HAND, LINEN, AND MONEY;

and a variety of

DRESSING BAGS & CASES.

TREACHER & Co. (Limited).

CHESSON and WOODHALL'S LIBRARY.

No. 11, Hummum Street, Bombay, And No. 1, East Street, Poona.

NEW BOOKS RECEIVED BY LAST MAIL.

			Rs.	As.
Hugo's Toilers of the Sea (Illustrated)	...	...	6	12
Recommended to Mercy ...	...	...	2	4
Children's Hour Annual ...	...	...	1	4
Chappell's Musical Magazine for October...		...	0	12
Buds and Flowers of Childish Life ...		...	2	8
Thackeray's Miscellanies—4 vols ...		...	15	0
——— Vanity Fair ...		...	3	12
——— Colonel Esmond ...		...	3	12
——— Philip ...		...	3	12
——— Paris Sketch Book...		...	3	12
——— Pendennis ...		...	4	6
——— Newcomes ...		...	4	6
——— Virginians...		...	4	6
——— Denis Duval ...		...	3	4
——— Ring the Bells Rhymes ...		...	2	8
——— From Cornhill to Cairo ...		...	3	4
——— Ballads and Tales ...		...	4	12
——— Memoirs of Barry Lyndon ...		...	4	12
Roberts on Billiards ...	...	...	2	4
Carlyle's Manual of Freemasonry...		...	3	4
Mysteries of Freemasonry ...		...	2	4
Spirit of Freemasonry ...		...	3	4
Forbes's Bagh-o-Bahar (Persian Character)		...	8	4
——— Baital Pachesi „ „		...	5	12
——— Hindustani Manual ...		...	2	8
Hamilton's Pianoforte Instructor...		...	2	8
Roget's Thesaurus of English Words and Phrases			6	12
Enquire Within upon Everything ...		...	1	0
Inglis on Book-keeping...		...	3	0
London Journal—Vol January to June 1869		...	3	0
Bow Bells—Vol. ...		...	3	0
Reynolds' Miscellany—Vol. ...		...	2	4
Bow Bells in monthly parts ...		...	0	6
Napoleon's Book of Fate ...		...	0	12
Gaubaud's Knitting and Netting Book ...		...	2	4
Hardwick's Familiar Quotations ...		...	10	0
Holden's Human Osteology. New edition.			1	0
Barbauld's Lessons for Children ...		...	2	4
One by One ...		...	4	0
Girls' Own Book. New Edn. ...		...		

WEALE'S SERIES OF SCIENTIFIC AND USEFUL BOOKS.

Quantities and Measurements	0 12
Civil Engineering	2 0
Painting, and a Grammar of Colouring	1 8
Drainage of Lands...	0 12
Brass Founders' Manual	1 12
Outlines of Modern Farming	1 12
Art of Constructing and Repairing Common Roads.	1 0
Treatise on Mathematical Instruments ...	1 0
The Rudiments of Hydraulic Engineering, with Illustrations	2 0
Rudimentary and Practical Treatise on Perspective.	1 12
The Rudiments of Masonry and Stone-cutting ...	1 12
The Art of Architectural Modelling in paper. Illustrated ...	1 0
Treatise on the Carpentry and Joinery of Roofs, with an Atlas of 15 engravings	4 0
The Slide Rule, and how to Use it. ...	2 0
A Popular Treatise on Photography ...	1 0
Plane Trigonometry	0 12
Grecian Architecture	1 12
Treatise on the Erection of Dwelling Houses ...	2 0
Gas Works, &c.	1 0
The Forms of Ships and Boats	1 0
A Treatise on Well Digging, Boring, and Pump work ...	0 12
Latin Grammar	2 0
Marine Engines and Steam Vessels	2 0
Naval Architecture	2 0
Rivers and Torrents	1 12
Tubular and other Iron Girder Bridges ...	1 0
Brick Making, &c.	1 4
Architecture—Designs	1 4
——— Orders	1 4
——— Styles	2 0
Telegraphy	1 4
Electro Metallurgy	2 0
Agricultural Engineering	1 0
Mensuration	1 0
Treatise on Masting—Mast Making, and Rigging of Ships ...	1 0
Law of Contracts	0 8
Play—Bird of Paradise	0 8
——— Chops of the Channel	0 8
——— Test of Truth	0 8
——— Fair Rosamund's Bower	0 8

NEW SONGS AND MUSIC.

Songs—Complaints	1 8
——— Pat the Break on	1 8
——— New May Day	1 8
——— The Fancy Bazaar	2 0
——— I Love Thee	2 0
——— The Ladder Style	1 12
——— Nina's Farewell	1 12
——— Nicolo, or the Prison Flower ...	1 12
Waltz—Sylvester Traum	1 12
——— Tafelrunde	1 12
Quadrilles—Time and the Tide	1 12
——— Pups in Boots	1 12

MISCELLANEOUS.

A choice consignment of Albums of all sizes, Morocco and Russia bound. Price, each, from Rs. 10 to ...	30 0
Photographs—Coloured and Plain, for first page of an Album, having sentimental and comic sentences printed on them, no album being complete unless containing one of these. Price, each	1 0
Faber's Folding Slates, Ornamented and Plain. Price each, from Rs. 1 to	3 0
Faber's Slate Pencils, in cedar wood, per dozen ...	0 12
Do. Do. Do. with silver device, per doz.	2 8
Scented Sealing Wax, per lb.	4 0

Bombay, 22nd Oct., 1869. CHESSON & WOODHALL.

NEW ADVERTISEMENTS.

BOMBAY PHILHARMONIC SOCIETY.—The NINTH MEETING (for the rehearsal of Instrumental Music) will be HELD in the Town Hall, on WEDNESDAY EVENING, the 27th instant, at 9 P.M. Admittance by the Tickets supplied to performing Members.

ALFRED WAKE, Hon. Secy.

ESTATE CAPTAIN CHARLES BLUNT LA TOUCHE, Deceased.—CREDITORS are requested to SUBMIT their CLAIMS against the above deceased, who died on the 29th December, 1867, to the undersigned, before the 30th November, proximo, failing which the Debts cannot be paid in this country. GRINDLAY, GROOM, & Co.

Bombay, 25th October, 1869.

NOTICE TO THE PUBLIC.—CHRESONIC ACID, or GOA POWDER, otherwise called Sclubric Acid. Price Rs. 20 per lb. wholesale, retail Rs. 2 per oz. Prepared only by D. F. Warden. To be had at Messrs. Thompson and Company from the 1st of November.

A superior mixture of Eau de Rose, Glycerine and Biborate of Soda, otherwise called ROSE ALPINAS, the most excellent quality ever to be met with in these markets. Price in Pint Bottles Rs. 2-8-0 per pint.

A superior duality of LAVENDER, excelling the one manufactured by Messrs. Smith and Nephew in every respects, will be also out on the 1st November. Price in Pint Bottles Rs. 2-8-0 p.oz.

On and after the 1st of January 1870 all the articles hitherto been manufactured by all the Chemists of India and England will be put up for sale for the benefit of the inhabitants of India and elsewhere at one-third the present prices, and for the selfsame purpose a Manufactory will be established near the Dadur Station.

D. F. WARDEN.

NOTICES.

TWO ADDRESSES will be delivered in the Town Hall at 5½ P.M., MONDAY and TUESDAY next, the 25th and 26th inst., by A. WILKINSON, Esq. Subject—"The Coming and Kingdom of our Lord Jesus Christ the Hope of the Christian Church, and the means of preparation for that day which is at hand."

The chair will be taken by Captain Maunsell, R.E.

SALE OF OLD AND USELESS STORES.—On THURSDAY next, the 28th instant, at 10 A.M. precisely, the above SALE will take place, at the Municipal Storesyard, Boree Bunder, subject to the Municipal Commissioner's sanction. A deposit of 5 per cent. will have to be paid on the spot and the balance on receipt of sanction. The articles must be removed within one week from date of sale, or they will be resold at risk of first purchaser.

By order of the Municipal Commissioner for the City of Bombay,

J. R. BROWNE, Municipal Storekeeper.

Municipal Storekeeper's Office, Boree Bunder, 22nd Oct., 1869.

NOTICE.—The Executive Engineer, Colaba, will receive SEALED TENDERS, up to P.M. on the 28th instant, for RECONSTRUCTION the MUSKETRY RANGE BUTTS.

2. All particulars can be learnt on personal application, at the office of the undersigned, between the hours of 11 A.M. and 4 P.M. daily, Sundays and Holidays excepted.

3. The Executive Engineer does not bind himself to accept the owest or any Tender.

C. MANT, Lieutenant, R.E., Executive Engineer, Colaba.

Executive Engineer's Office, Colaba, Bombay, 21st Oct., 1869.

GREAT INDIAN PENINSULA RAILWAY COMPANY.—Tenders are INVITED for the CONSTRUCTION of a CATCH SIDING at the Battery Hill, Bhore Ghaut.

The plans may be seen, and particulars ascertained, on application to the Deputy Chief Engineer, Fort, on and after the 23rd instant.

Tenders to be addressed to the undersigned and endorsed "Tender for Catch Siding, Bhore Ghaut," not later than the 1st November, proximo.

The lowest tender will not necessarily be accepted.

H. P. LE MESURIER, Acting Agent.

Company's Offices, Elphinstone Circle, 21st October, 1869.

BOMBAY, BARODA, and CENTRAL INDIA RAILWAY.

ALTERATION of TRAINS and REDUCTION of FARES.

On and after the 1st proximo, Trains will leave Bombay for Baroda at 6-45, 7-0, and 7-45 A.M. and 5-20 and 5-45 P.M., and Bandora for Bombay at 7-0, 8-37, and 9-20 A.M., and 7-0 and 10-10 P.M. The Train for Ahmedabad and intermediate Stations will leave at 7 A.M. The 3rd Class Fares between Bombay and Versur and intermediate stations, will be reduced to three pies per mile with a minimum charge of one anna. For further particulars see the Company's Time Tables exhibited at all Stations.

J. R. DUNBURY, Traffic Manager.

General Offices, Bombay, 19th Oct. 1869.

EUROPEAN ASSURANCE SOCIETY.—Under instructions from the Directors in London it is hereby notified that, in consequence of petitions having been presented to the Court of Chancery for the winding-up of the Society, all premiums received after the 22nd ultimo will be placed to a separate account pending the order of the Court.

C. J. WALLIS, Assistant Secretary, Indian Branches.

Bombay, 18th October, 1869.

The following notification has been issued from the Head Office of the Society :—

"The Directors of the European Assurance Society earnestly request the Policy-holders and Shareholders not to be alarmed at any of the Reports which may appear at the present moment, as they are advisedly and in full assurance of its sound position determined to oppose to the utmost the unwarrantable attempts to ruin the Society.

By order of the Board.

HENRY LAKE, General Manager.

"17, Waterloo-place, Pall-mall, 23rd September, 1869."

ROYAL INSURANCE COMPANY.

SECURITY

Should be the First Consideration in Insurance Transactions.

The Directors of the Royal Insurance Company have the pleasure of supplying the following information to the public, as evidence of the ample security they afford to their assurers :—

THE CAPITAL

of the Company, available for the purpose of meeting any unusual calamity happening to the Assured, is

TWO MILLIONS STERLING.

The amount actually paid up is £288,495. This, with the Accumulated Funds in Hand, makes the invested resources of the Company upwards of ONE MILLION SIX HUNDRED THOUSAND POUNDS, which amount is invested as follows :—

INVESTED FUNDS OF THE ROYAL INSURANCE COMPANY, 30TH JUNE, 1869.

Real Property owned by the Company ...	£219,571 11 3
Mortgages on Landed Property ...	35,500 0 0
£29,000 Reduced 3 per Cent. Consols ...	28,085 1 3
India Government 5 per Cent. Debentures ...	100,000 0 0
English Railway Debenture Bonds	50,000 17 7
First-class English Railway Preference and Guaranteed Stocks...	335,476 11 11
Loans to Local Authorities of various towns in Great Britain, who have obtained the sanction of the Secretary of State to borrow the amounts	145,560 12 6
Bonds of the Mersey Docks and Harbour Board ...	62,341 14 8
Bonds of the British and Irish Magnetic Telegraph Co.	10,000 0 0
Bonds of the Liverpool Corporation	5,100 0 0
United States Government Stocks	101,330 7 10
Canada Bonds and Canada Dominion Stock ...	31,106 11 6
Short Loans on first-class English Dividend-paying Stocks with margins, from 20 to 50 per Cent. on market values	477,195 0 0
Loans on Security of Life Policies	83,038 8 5
	£1,672,356 16 11

The above is a complete list of the Investments of the Company at the date specified, in addition to which the funds are still further increased, by amounts constantly varying, at different periods, in the hands of the Sub-Agents of the Company's Agents. At 31st December 1868, those stood at ... £168,089 2 0

For the satisfaction of the Public, the whole of the Securities belonging to the Company are annually submitted to the careful scrutiny of two independent Auditors, and the following is an Extract from their Report to the last Annual Meeting :—

"The whole of your Books have been Audited—every Document, every Account, every Voucher, your Bank-book, and every Security, have been carefully kept, and there is not one doubtful Security in the whole."

THE ACCUMULATIONS OF THE LIFE DEPARTMENT, after payment of Losses, Annuities, and Expenses of every description, have been as follows :—

Funds in Hand at the last Quinquennial Valuation, 31st December 1861 ... £721,434 15 5
Added to 31st December, 1866 ... 163,148 7 3
„ „ „ 1836 ... 124,105 7 5
„ „ „ 1867 ... 128,583 5 10
„ „ „ 1868 ... 144,945 12 2

Total Accumulation of the Life Department on 31st Dec., 1868, exclusive of Shareholders' Capital... £1,122,275 8 1

THE DIRECTORS ALSO THINK IT DESIRABLE TO STATE THAT THE BUSINESS OF THE ROYAL HAS NEVER BEEN AMALGAMATED WITH THAT OF ANY OTHER COMPANY,

And that the LIABILITY of its Shareholders is UNLIMITED.

Agents for Bombay,
Messrs. CAMPBELL, MITCHELL, & Co.

PICKLES, SAUCES, JAMS, &c., FREE FROM ADULTERATION,

MANUFACTURED BY

CROSSE AND BLACKWELL,
Purveyors to the Queen,
SOHO SQUARE, LONDON.

CROSSE & BLACKWELL'S

well known Manufactures are obtainable from every respectable Provision Dealer in the World.

Purchasers should see that they are supplied with C. and B.'s genuine goods, and that these articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar, boiled in Oak Vats, by means of Platinum Steam Coils; and are precisely similar in quality to those supplied by them for use at

HER MAJESTY'S TABLE.

C. and B. are Agents for Lea and Perrins' Celebrated Worcestershire Sauce, and are Manufacturers of every description of Oilmen's Stores of the highest quality.

ELEY'S AMMUNITION.

THE BOXER CARTRIDGES

For Snider-Enfield of .577 bore, and for the Henry and Martini-Henry Rifles of .450 bore, adopted by Her Majesty's War Department, also of .500 bore for Sniders' Military Rifles.

WATERPROOF CENTRAL-FIRE METALLIC CARTRIDGES with enlarged Base for small bores, adopted by foreign governments for converted-Chassepot, Berdan, Remington, and other Rifles; also Cartridges for Ballard, the Spencer, and American Henry Repeating Rifles.

The "ELEY BOXER" are the cheapest Cartridges known, carrying their own ignition, and being made wholly of metal, are waterproof and imperishable in any climate.

The above Cartridge cases (empty) of all sizes, and for the different systems of Breech-loading Rifles, can be had with of without the suitable Bullets and Machines for finishing the Cartridges.

BOXER CARTRIDGES of .450 bore for Revolving Pistols, used in Her Majesty's Navy.

COPPER RIM-FIRE CARTRIDGES of all sizes, for Smith & Wesson's, Tranter's, and other Pocket Revolvers.

PIN-CARTRIDGES for Lefaucheaux Revolvers of 12-m/. 9-m/ and 7-m/. bore.

CENTRAL-FIRE and PIN-FIRE CARTRIDGES for all sizes and systems of Guns, Rifles, and Revolvers.

Double Waterproof and E. B. Caps, Patent Wire Cartridges, Felt Gun Waddings for Breech and Muzzle Loaders, and every description of Sporting and Military Ammunition.

ELEY BROTHERS,
GRAY'S INN ROAD, LONDON.
WHOLE SALE ONLY.

NOTICES.

BOMBAY CRICKET CLUB.—The ANNUAL GENERAL MEETING of the MEMBERS will be held in the Club Tent, on the Esplanade, on MONDAY, the 25th instant, at 5-15 P.M.

JAMES DODDS, Honorary Secretary, B. C. C.

BOMBAY GLEE CLUB.—The WEEKLY MEETINGS of the CLUB will be resumed on MONDAY, 25th instant at 8-30 P.M., in the premises of the Scottish Education Society, (formerly old Adelphi Family Hotel, Byculla.)

Gentlemen wishing to become Members will please communicate with the Secretary. JAMES McDONALD, Secretary.

TO the JUSTICES of the PEACE for the CITY of BOMBAY.—I hereby give notice, that a QUARTERLY MEETING of the JUSTICES of the PEACE for the City of Bombay will be HELD in the Town Hall on THURSDAY, the 28th day of October, 1869, at 3 o'clock in the afternoon precisely, to consider, 1st, the Government Resolution No. 4,311, dated 7th October, 1869, on the subject of the Survey of the Town and Island of Bombay; 2nd, the Proceedings of the Finance Committee.

I hereby also give notice, that immediately after the business of the Quarterly Meeting is terminated, a SPECIAL GENERAL MEETING of the JUSTICES of the PEACE for the City of Bombay will be HELD, when the Municipal Commissioner's Budget for 1870 will be received.

C. E. STANGER LEATHES, Clerk to the Justices of the Peace for the City of Bombay.

Bombay, Town Hall, 23rd October, 1869.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER, & Co., WINE MERCHANTS TO HER MAJESTY THE QUEEN AND HIS ROYAL HIGHNESS THE PRINCE OF WALES.

DEAN LANE—BOMBAY.

LONDON HOUSES { Wholesale and for Export only—Tower Bonded Vaults, Retail—Charing Cross Railway Arches.

BORDEAUX HOUSE { Wholesale and for Export—Place du Champ de Mars.

REPRESENTATIVES IN

China,	Colombo,	New Zealand,
Calcutta,	Kurrachee,	Manilla,
Madras,	New York,	New Orleans.

WE respectfully solicit a continuance of the commands of MESSES, GENERAL MERCHANTS, and EUROPEAN RESIDENTS of WESTERN INDIA, to whom, from the extensive nature of our business, we can offer better terms and better value than any other House in Bombay.

Being IMPORTERS on the LONDON and BORDEAUX Markets, we are, of necessity, in the most favourable position to supply the public with genuine Wines and Spirits on favourable terms, and from our experience, derived from over FIFTY YEARS' trading in them, we confidently assert our ability to please all tastes, and we solicit comparison with competitors' Brands at our quotations.

We subjoin our LIST OF SELECTED WINES for this market, and beg to intimate—

1st. That we cannot execute orders for less than 1 dozen quarts, or 2 dozen pints of either one of them, Liqueurs excepted : those in not less quantities than ½ dozen pints or quarts.

2nd. That our Wines and Spirits are procurable from every respectable General Shopkeeper in Bombay and at Out-stations; they, however, fix their own selling prices for them.

3rd. That our quotations are for delivery from our Godowns, where full examination of all Still Wines prior to delivery is allowed, but we do not take the risk of subsequent breakage.

4th. That our advertised quotations for all Sparkling Wines do not provide for the rejection of ullaged or broken bottles likely to be found in Cases, on arrival, after a long sea voyage. We guarantee each Case to contain its full complement of sound Bottles at time of shipment, but cannot guarantee loss arising from atmospheric or climatic influences; we take this risk by adding 4 per dozen quarts, and Rs. 2½ per dozen pints to our quotations.

Our Sparkling Wines are not to be equalled at our] quotations; we invite comparison.

CLAR

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

SATURDAY AFTERNOON.

THERE was speculative demand for Mazagons at Rs. 1,375 for time.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. value of sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	10 p.ct.	Agra Bank	115
22,000	1,000	all	8 p.ct.	Bank of Bengal	1550
10,000	500	all	6 p.ct.	Ditto of Bombay New	612½
10,000	500	100		Ditto 2nd Res. Issue	190
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,550
30,00.	250	all	6 p.ct.	Chartered Mercantile Bk. of L. L. & China	240
40,00.	200	all	6 do.	Chartered Bk. of L. & C.	190
37,080	250	125	8 do.	National Bank of India	140
60,00.	250	all	12 do.	Oriental Bank	440

LAND COMPANIES.

4,000	2,000	all	Rs. 65	Colaba Land Co.	1725
10,800	1,000	all	Rs. 30	Elphi'st'ne Land	1015
10,800	1,000	650	,,11-14	Do. New	650
8,000	150	all	Nil	Prece Land & Pier Co. Ld	190
2,000	5,000	4,100	Nil	Mazagon Land	1325
5,000	2,000	1,400	Nil	Port Canning	370

PRESS COMPANIES.

130	5,000	2,850	35 ps.	Akbar Cotton Press Co.	2,300
200	2,000	1,100	100 do.	Albert Co. Kurrachee	700
250	2,000	850	60 do.	Alexandra Press Co.	570
	12,000	11,000	200 do.	Apollo Press Co.	8,200
200	2,000	all	375 do.	Bombay Press Co.	2,050
200	500	all	93½ do.	Do. New	525
500	1,800	all	800 do.	Colaba Press Co.	10,200
350	2,000	all		East India Press Co.	1,100
150	8,500	all	1000 ps	Fort Press Co.	10,200
200	2,000	1,800		Framji Cowasji Press	1,180
200	6,000	all	246 ps	Hydraulic Press Co.	3,200
1000	5,000	2,000	100 ps	Kurrachee Press Co.	860
12,500	1,000	500		Mofus. Press & G. Co.	270
120	2,500	all	350*	Prince of Wales Press	2,800
225	2,700	750	200 ps	Victoria Press, Madras	1,150
150	2,000	all		Tinnevelly Press Co.	1,650

(* Per share for the half-year.)

RAILWAY COMPANIES.

...	£20	218.3.0	5 p.c.	G. I. P. Railway Consolidated Stock	232
...	£20	109 1.5	do.	Do. New £20 shares	198
...	£ 0	43.10.2	do.	Do.	
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1100
...	£18	196.5.1	do.	Do. New Shares	195

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic Week ending 17th October, 1869.

Open 872 Miles.

	Rs.	a.	p.
Coaching	71,163	14	3
Merchandize	1,65,135	3	7
Electric Telegraph	1,241	0	0
Earth Trains	2,734	12	0
Total Rs.	2,40,274	13	10
Corresponding week last year open 874 Miles — Total Rs.	1,76,786	9	4
Increase	63,488	4	6

MILITARY.

ARRIVALS.—OCTOBER 23.

Thom, Deputy Inspector General of Hospitals, Medical, on privilege leave, from Khandalla.
Gill, Lieutenant, Royal Engineers, on leave, from England.
Holt, Captain, 2nd Queen's, to join, from England.
Kerwan, Ensign, 7th Foot, to join, from England.
Briggs, Lieutenant-Colonel, 6th Regiment Native Infanty, to join, from England.
Stafford, Major, 22nd Regiment, to join, from England.
Malcolm, K.C.B., Major General, B.S.C., to join, from England.
Hallen, Veterinary Surgeon, Staff, on leave, from Poona.

DEPARTURES.—OCTOBER 23.

Stewart, Captain, 8th Regiment, on sick leave, to England.
Kettlewell, Captain, 20th Regiment Native Infantry, to join, to Deesa.
Stafford, Major, 22nd Regiment Native Infantry, to join, to Mouar, Gwalior.
Dumaller, Lieutenant, 5th Fusiliers, on duty, to England.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Poona, 20th October, 1869.

Staff Veterinary Surgeon Hallen is directed to proceed forthwith to Calcutta and report himself at the office of the Secretary to Government of India, Home Department. Mr. Hallen will travel by rail, dak, and steamer at the public expence.

With reference to G. G. O. No. 919, 20th instant, Brigadier General Addison, C. B., is posted to the Poona Brigade.

Assistant Surgeon Howell is placed on general duty, Sind, and attached to the 1st Regiment Sind Horse. Mr. Howell will travel by steamer and rail at the public expence.

POONA BRIGADE ORDERS.

By Brigadier General T. Addison, C.B., Commanding Poona Brigade.

Poona, 22nd October, 1869.

The undermentioned officers have obtained leave of absence:—
Colonel Greaves, C. B., 3rd Light Cavalry, for 3 days from this date, on station leave.
Major Hanson, 9th Regiment N. I., from 23rd to 31st instant, on station leave.
Lieutenant Morse, 9th Regiment N. I., for 7 days from 25th to 31st inst., on station leave.

SIND ORDERS.

DIVISION ORDERS.

Captain J. J. Mignon, Staff Corps, Staff Officer, Hydrabad, has, under sanction of superior authority, obtained 60 days leave of absence from date of departure.

Major R. R. Gillespie, 106th Regiment, has obtained leave of absence on medical certificate from 15th October to 14th November 1869.

Major Napier, Commissary of Ordnance, Hydrabad, has permission to proceed to Kurrachee on duty, travelling at the public expense.

Sind Frontier Field Force Order, dated 25th September, 1869, directing Captain Stevens, Officiating 2nd Squadron Officer, 2nd Sind Horse, to officiate as second in Command 1st Sind Horse, with effect from the 23rd September, vice Captain Malden, proceeded on medical certificate.

Sind Frontier Field Force Order, dated 27th September 1869 making the following arrangements, with effect from the 23rd idem:—

2nd Regiment Sind Horse.—Lieutenant J. E. Gordon, 3rd Squadron Officer, to officiate as second in command, during such time as Captain Forbes may officiate as Brigade Major Frontier Field Force.

Cornet H. F. Lucas, Squadron Subaltern, 3rd Sind Horse, to be Squadron Subaltern and to officiate as Adjutant, in addition to his own duties.

GENERAL ORDERS BY THE LIEUTENANT-GOVERNOR OF BENGAL.

(*Calcutta Gazette*, October 20.)

Mr. J. G. Charles to officiate, until further orders, as Joint Magistrate and Deputy Collector of Cuttack.

Mr. C. L. Fox to officiate as Civil Medical Officer of Tezpore, during the absence, on deputation, of Dr. A. Imthurn, or until further orders.

GENERAL ORDERS BY THE LIEUTENANT-GOVERNOR, NORTH-WESTERN PROVINCES.

(*Government Gazette, N. W. Provinces*, Oct. 20.)

Mr. M. B. Rochfort is appointed to officiate as Assistant Inspector-General of Police on that portion of the East Indian Railway which lies within the jurisdiction of this Government, during the absence on furlough of Captain Quintin Dick Parsons, or until further orders.

Twenty months' leave of absence to Europe, on medical certificate, together with thirty days' subsidiary leave is granted to Mr. Francis Spencer Wigram, Officiating Magistrate and Collector of Mirzapore, with effect from the 24th November.

Mr. William Duthoit is appointed to officiate as Magistrate and Collector of Mirzapore, as a temporary arrangement.

Lieutenant Binfield Wemyss, Officiating Aide-de-Camp to His Honor the Lieutenant-Governor, North Western Provinces, is confirmed in that appointment, with effect from the 16th Oct.

SHIPPING.

DAILY FREIGHT REPORT—23RD OCTOBER.

London	Cotton	No ship loading.	Nom. p.ton
	Cases		,,
	Seeds		,,
Liverpool	Iron Ships Cotton	£1 7s. 6d. to £1 15s. 0d.	,,
	Wooden Ships ,,	£1 5s. 0d. to £1 10s. 0d.	,,
	Myrabolm & Cor bills	£0 19s. 0d. to £0 12s. 0d.	
	Seeds	£0 18s. 0d. to £1 0s. 0d.	
Havre	Cotton	£2 0s. 0d.	Nominal.
	Coffee	Nominal.	
Overland	Steamers	£3 10s. 0d.	
China	Steamer Cotton	Rs. 10	per bale.
	Opium	Rs. 25 to 30	per chest.
	Sailing Ships		Nominal
Calcutta	Salt	Rs. 3 0 0 to 4 0 0	per ton.
Calcutta to Bombay		Rs. 13 to 14 and Calcutta Port Charges	
Mauritius		8 annas per bag nominal.	

ARRIVALS.

Oct.	Vessel.	Commander.	From.
23	Comorin (s)	Browne	Bussorah, Oct. 7.
	Almora	Gilchrist	Bordeaux, July 15.
	Golconda (s)	Coleman	Suez, Oct. 13.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
23	Behar (s)	Hall	Aden and Suez.
	General Outram (s).	Teasdale	Malabar Coast.
	Taptee (s)	Drewitz	Dutch Mandvie.
	Pilox (s)	Baker	Coast and Goa.
	Sea Bird	Martin	Tuticorin.
	Lotus	Nacoda	Beypore.

The following vessels obtained their port clearances on Saturday last:—
Ship Calliope, Simmons, to Calcutta.
Brige Elizabeth Henderson, Gibbs, to Bangkok.

The steamer Mula, to Persian Gulf, began to load on Saturday last.

CALCUTTA.

ARRIVALS.

Oct. 18 Marpheesia ..... Jackson ..... Melbourne, Sept. 12.
19 Ethiopia (s) ..... McCalhum ..... Bombay, Sept. 28.

DEPARTURES.

Oct. 19 Lolla Rookh ..... ——— ..... ———
Morning Star ..... ——— ..... ———
Sagamore ..... ——— ..... ———
Vancouver ..... ——— ..... ———
Jeanne D'Arc ..... ——— ..... ———

Passengers per Marpheisa—Mr. Henry Walker and Mr. Hogsdown.

Passengers per s. s. Oriental which left Calcutta on Oct. 19th for Bombay and the intermediate ports:—
Colonel M. Turnbull, Rev. J. Vaughan, T. Kirkwood, Esq, and H. Wylly, Esq.

Passengers per steamer Ethiopia—A. H. Symond, Esq., Mr. Zonbillens, Mr. R. M. Kerr, Mr. H. W. Stevens, Mr. S. W. Gibson, and 20 deck passengers.

MADRAS.

ARRIVALS.

Oct. 18 Ormoy ..... Leyourion ..... Ganjam.
Shannon ..... Spurnell ..... Batavia.
Lemaskin ..... Mayon ..... Pondicherry.
19 Clyde ..... Hastings ..... Liverpool.
Bheag ..... Logan ..... Gopaulpore.

DEPARTURE.

Oct. 19 John Scott ..... Kennedy ..... Pondicherry.

MR. A. MENIST,

OCULIST OPTICIAN,

(FROM AMSTERDAM AND LONDON,)

RESPECTFULLY announces his RETURN to Bombay, and desires to intimate that, owing to his numerous engagements, he will REMAIN for a SHORT TIME longer, and may be consulted at his Residence, PALLONJEE'S ADELPHI HOTEL. The numerous testimonials Mr. M. has received (which have duly appeared in the local papers) are a sufficient guarantee of the success with which he has treated the several cases of hitherto-neglected eye-sight; comments, therefore, on the superiority of his glasses over all others in the Presidency are unnecessary. For the guidance of those who are using pebbles, Mr. M. begs to state—firstly, that if the pebbles are cut against the grain they injure the eyes, and that such defects can only be discovered by Practical Opticians; secondly, if they are not polished on a scientific principle, they are equally injurious to the sight. Mr. M.'s pebbles will be found polished on a principle *peculiarly his own*, and they will be found specially adapted to the Indian climate. He has a large stock of the above unmounted for those who wish to avail themselves of this rare opportunity of possessing these really superb lenses. Ladies and gentlemen desiring Mr. M.'s attendance at their own residences will be good enough to give him one day's notice.

N. B.—Small Binoculars of great magnifying power, containing 12 lenses instead of six.

Just Published,

NOTES of a VISIT to SOMNATH, GIRNAR and other places in KATHIAWAD.

Reprinted, with additions, from the "Bombay Gazette." 16mo., 69 pages. Price Re. 1.

"Bombay Gazette" Office; and may be had also of Thacker, Vining, & Co., and of Chesson & Woodhall.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

MARRYAT—October 22rd, at the Marine Lines, the wife of Lieutenant E. L. Marryat, Royal Engineers, of a son.

SUMMERS—October 24th, at Mazagon, the wife of G. A. Summers, of a son.

DEATH.

GOMPERTZ—October 16th, at Shikarpoor, Upper Sind, Mary Kathleen, the dearly beloved wife of Robert Gompertz, Esq., Local Funds' Executive Engineer of Shikarpoor.

BENGAL.

BIRTHS.

EYRE—October 8th, at Chupra, the wife of J. E. A. Eyre, Esq., of a son.

HAMILTON—October 19th, at Fort William, Calcutta, the wife of Captain G. J. Hamilton, 26th Cameronians, of a daughter.

WRIGHT—October 16th, at Raneegunge, the wife of A. C. Wright, Esq., of a son.

RIPLEY—October 16th, at Calcutta, the wife of Lieut.-Colonel Frederick William Ripley, Bengal Staff Corps, of a son.

MADRAS.

BIRTHS.

KENNEDY—October 5th, at Hingoli, Deccan, the wife of J. J Kennedy, Esq., 6th Infantry Hyderabad Contingent, of a son.

MACMILLAN—October 14th, at Cassimode, Madras, the wife of the Rev. J. Macmillan, Free Church of Scotland Mission, of a daughter.

NORTH-WEST PROVINCES, &c.

BIRTHS.

WOOD—October 17th, at Lucknow, the wife of Captain E. S. Wood, Conservator, Oudh Forest, of a daughter.

EWING—October 8th, at Mussoorie, the wife of Edward Ewing, Esq., Veterinary Surgeon, Royal Artillery, of a son.

DIXON—October 17th, at Umballa the wife of Captain Alfred Dixon, Royal Horse Artillery, of a son.

MILLER—October 11th, at Nynee Tal, the wife of C. E. Miller, Esq., of a son.

MACKINNON—October 11th, at Campbellpore, the wife of Assistant Surgeon Charles Mackinnon, 20th Hussars, of a son.

CHAPMAN—October 12th, at "The Yarrows," Simla, the wife of Captain Abel H. Chapman, 19th Hussars, of a son.

HUTCHINSON—October 11th, at Neemuch, the wife of Lieut.-Colonel A. R. E. Hutchinson, Bengal Staff Corps, of a son.

BURTON—October 13th, at Seepree, the wife of Lieutenant Burton, 1st B. C., Station Staff Officer, Seepree, of twin daughters (prematurely).

BROWNE—October 14th, at Mussoorie, the wife of James Browne, Esq., Bengal Medical Service, of a son.

MARRIAGE.

INGLIS—WRIGHT—October 12th, at Allahabad, George Inglis, Esq., E. I. C., to Letitia, only daughter of Mr. James Wright, of Allahabad.

CORNWALL—BANISTER—October 16th, at Dehra, by the Rev. C. W. Calusac, M. A., W. W. G. Cornwall, Esq., Bengal Civil Service, to Emily Gertrude, daughter of Surgeon Major G. Banister.

PORTER—BROOKS—October 16th, at Christ Church, Mussoorie, F. W. Porter, Esq., C. S., Bareilly, to Blanche, only daughter of A. H. Brooks, Esq., Calcutta.

EUROPE.

BIRTHS.

DULEEP SINGH—September 26th, at Rutland-gate, Her Highness the Maha Rance Dulleep Singh of a daughter.

MAGILL—September 27th, at Oak-villa, Tralee, the wife of Captain Magill, late 2nd Queen's, of a daughter.

BROWNE—September 20th, at Alexandra-villa, Aldershott, the wife of Captain P. C. Browne, 23rd Royal Welsh Fusiliers, of a son, who survived his birth only a few hours.

GRANT—September 26th, at Nairn, the wife of Lieutenant-Colonel Ewen Grant, Bombay Staff Corps, of a daughter.

IRWIN—September 26th, at Jocelyn-street, Dundalk, the wife of Lieutenant-Colonel W. B. Irwin, Bengal Staff Corps, of a son.

MARRIAGES.

GRAHAM—DUDGEON—September 29th, at St. Paul's Episcopal Church, Edinburgh, George Farquhar Irving Graham, Captain Bengal Staff Corps, to Lilias Jane, daughter of the late Patrick William Yliet Dudgeon, Esq.

ALLARDYCE—JOHNSTON—September 23rd, at the British Legation, Berne, James Allardyce, Major Madras Staff Corps, to Catharine, daughter of Robert Johnston, Esq., of Aberdeen.

LEACH—ORMOND—September 23rd, at Trinity Church, Ryde, Isle of Wight, Thomas Henry Leach, of the Bombay Civil Service, and of the Middle Temple, son of Thomas Leach, Esq., J. P., of Seaford-lodge, Ryde, Isle of Wight, to Elizabeth Fanny, daughter of the late James Ormond, Esq., of Abingdon, Berks.

DEATHS.

BOSTOCK—October 4th, at Southampton, Mr. Harry Scudamore Bostock.

ANDERSON—September 22nd, at Albury-hall, Ware Herts, Colonel Wm. Anderson, C.B., Bengal Retired List, aged 64.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

MONDAY, OCTOBER 25, 1869.

AMONG the other advantages of the Suez Canal, Mr. D. A. Lange, the English Director of the Canal Company, has found out that it will insure English trade with the East against the risk of being spoiled by American privateers. In a letter to the *Daily Telegraph* Mr. Lange congratulates England on the refusal of the American Senate to ratify the Alabama Convention, and says it will be quite unnecessary now for us to be anxious about settling the claims of the United States. Let the Suez Canal once be opened, and our commerce will be carried on within closed seas from the Gut of Gibraltar to the harbour of Bombay, instead of being exposed on the broad ocean to the depredations of hostile cruisers; so that we may save our money, without fearing that, if we leave the Alabama question unsettled, the Americans may be able to inflict upon us a terrible retaliation by destroying in some future war the whole of our mercantile marine. We should not share in Mr. Lange's exultation even if it were possible that all the trade of the British Empire could pass through the Suez Canal; for England ought to satisfy the demands of the United States if they are just, and refuse them if they are unjust, without being actuated merely by a selfish desire to protect her own interests from damage hereafter. The shortsighted policy of trying to take the Yankees in, as it were, by establishing a precedent that would be of service to us in any maritime war in which we might be engaged, would not be at all likely, and would not deserve, to attain its proposed end. Moreover, when Mr. Lange puts our case thus broadly on the ground of self-interest, he appears to forget that England trades with all the world, West as well as East, and not with India alone. American privateers would probably be well content to pick up such unconsidered trifles as the few British ships that might still be found scattered about the Atlantic and Pacific, even if they were compelled to shun the hazardous enterprize of plundering or burning our traders in the Mediterranean and the Red Sea.

We assume it as certain that British trade with the East will remain as valuable as heretofore, even when the Suez Canal has been made practicable for navigation by large ships. But perhaps we ought to take some notice of the speculations in which certain English and Continental journalists have been indulging as to the prospects which the opening of this "short cut to the Indies" holds out of a diversion of the commerce between the East and the West into its old route. Yet the suggestion, that, as the discovery of the way round the Cape of Good Hope was fatal to the commercial supremacy of Venice, so the disuse of the long sea passage in favour of the ancient highways of trade may perhaps now be fatal to the commercial supremacy of Liverpool, hardly merits a serious refutation. The temporary superiority of Venice as a trading port was purely factitious and accidental. It could never indeed have existed at all, had not the Queen of the Adriatic enjoyed the natural advantage of proximity to the East, and been blessed besides with the privilege—rare enough in the middle ages—of being governed by a powerful and energetic aristocracy who had the wisdom to encourage trade and maritime enterprize. But the invention of the mariner's compass would, even if the Cape of Good Hope had never been doubled, have destroyed the Venetian monopoly of the Eastern trade by enabling the northern nations of Europe to send sailing ships of their own into the Levant. For Venice was but the head-quarters of the Mediterranean coasting trade between Europe and Asia; her wealth rested on no substantial and enduring basis of natural resources and manufacturing industry; her merchants were but middle men whose profits were made out of the exchange of goods from France, England, and Germany, as well as Italy, for such Eastern produce as all those countries required for their consumption; and, once a direct trade was established between the principal producing states of Europe and the East, the borrowed glories of Venice quickly faded away. Besides, since the fifteenth century Northern Europe has from various causes advanced with unprecedented rapidity in power, splendour, and luxury, while Southern Europe has remained in a stationary or declining state, so that the centre of civilization even in the Old World is now far removed from the shores of the basin of the Mediterranean; while beyond the Atlantic a new world has arisen which now consumes probably as much of the choicest produce of the East as sufficed to supply the wants of all civilized nations in the days of the Venetian State's greatest prosperity.

But the most important change of all remains to be noticed. Under the altered conditions of modern trade, since the discovery was made that steam could be employed as a motive power to multiply the productiveness of human labour, it has become impossible for any country which does not possess abundant stores of coal and iron even to compete for the palm of commercial superiority. The whole framework of material civilization in this nineteenth century is made of iron. To a very great extent we are already fed and clothed by machinery; and every year iron roads on land and iron ships at sea are absorbing a larger share of the commerce of the world. Now, the opening of the Suez Canal, while it will not in any way tend to diminish the advantages Liverpool enjoys, as the principal sea port of a country which is unequalled for its combination of great natural wealth in coal and iron with manufacturing skill and industry of the population, will hasten the completion of the revolution which has been going on for years, and of which the object is to substitute iron steamers for wooden ships on all the great lines of ocean navigation. But this revolution is in itself a new security for the continued supremacy of the mercantile marine of Great Britain. If the carrying trade is now almost everywhere conducted by British vessels, we have acquired the monopoly, partly no doubt through the decay of American shipping during the Civil War, but chiefly because England can build and sail iron ships more economically than any other nation. Not only are the ships put together more cheaply, but the materials for working them are obtained at less cost. Again the present tendency of commerce is for the trade carried on in large ships to kill the petty trade, just as the application of scientific agriculture to the land is rapidly rendering the competition of peasant proprietors with large farmers quite hopeless. In this respect again British trade will be the gainer by the opening of the Canal. M. de Lesseps has frequently pointed out to the shareholders of the Canal Company that the only chance of success for the Canal is to make it navigable for the large steamers, which alone can be profitably engaged in exchanging the bulky raw produce of the East for the metals and manufactured goods of the West; and it is needless to insist on the peculiar facilities which Liverpool possesses for employing such steamers advantageously. It is far more probable that the immediate result of the opening of the Canal will be the invasion of the Eastern seas by a swarm of small steamers bent on taking part in the valuable coasting trade of the countries bordering the Indian Ocean, the Red Sea, and the Persian Gulf, than that any great portion of the ocean trade will be diverted from its present course to enrich Mediterranean ports at the expense of Liverpool.

THE Hon. B. H. Ellis arrived in Bombay yesterday afternoon from Simla. He will leave for England by the mail of Saturday next.

IT is rumoured that Mr. J. D. Sim, C.S.I., has been appointed to succeed Mr. Phillips in the Madras Council.

THE Secretary of State has, it is believed, been asked to transfer a million of his large balance to the cash balances of India.

THE Government of India is stated to have sanctioned the removal of the head quarters of the Saugor military division from Saugor to Jubbalpore.

THE Jubbulpore paper tells us that the District Engineer of the Great Indian Peninsula Railway has received orders to commence the terminal works there at once.

THE mail steamer which arrived on Saturday brought word that the weather had been too rough to work at the wreck of the Carnatic, and that only a little copper had been recovered.

THE first meeting of the Governor General's Legislative Council in Calcutta is fixed for the 12th of November. As Sir Richard Temple is expected to arrive on that day, the meeting is expected to adjourn for a week when the Income Tax Bill will be taken up.

THE "Darjeeling News" mentions that the lady whose *View of the Junction of the Teesta and Rungjeet Rivers* carried off the palm, N. E. M. C. O. N., at the Simla Fine Arts Exhibition, is a resident of Darjeeling, not of Garden Reach or of Bombay, as other contemporaries have asserted.

THE tenderness with which the Government of India desires to perform its disagreeable duty, may be imagined, says the "Friend of India," from the fact that the Governor General has given up his "private patronage," as it is called, until the officers thrown out of employment and reported fit for other duties are provided for.

THE Government of India is said to have intimated to the Secretary of State that, owing to the dearness of provisions, it has in contemplation the grant of a small increase to those assistants and clerks who are on receipt of salaries below Rs. 100 a month, and are employed in departments where the grade system has not been introduced.

"A TERRIBLE item of waste, daily increasing waste, is," says the "Friend of India," "the pension establishment of the Native Army. It costs nearly a quarter of a million sterling every year. We write most positively of Bengal. . . . Again, look into the cost of passage money paid to officers sent home on *quasi* duty to depots, and of others brought out without advantage to the public service."

WE observe that Major Sladen's official narrative of the expedition to Momein is now likely to be published, with a few omissions. Another expedition, it is said, will not be sent to Tali until the good faith of the Burmese Government is so established that its professions of hearty assistance may be relied on. Major McMahon has been ordered by telegraph to Mandalay and Captain Strover to Bhamo.

THE Government of India is stated to have received no reply from the Secretary of State to its last communication regarding the Furlough Rules of the Uncovenanted Service. "The Pension Rules," says the "Friend," "must rest a while since the recent discourteous refusal of the Secretary of State to sanction the recommendations of the Government of India, and until the fate of the Covenanted Service memorials is learned."

THE "Englishman" understands it is in contemplation to strengthen the power of the Commissioner of Peshawur by removing his division from the appellate jurisdiction of the Lahore Chief Court. It is found that the appeal to a distant tribunal does not answer well with the half wild tribes with whom Colonel Pollock has to deal. If the suggested proposal be carried out, the decision of the Commissioner will be final, a matter which will add vastly to the respect in which the people over whom he rules hold his office and authority.

REFERRING to the uncertainty of the Home Charges the "Friend" says—Take, for instance, the one item of military stores, which we consider the most indefensible of the whole of the Home Charges. It has more than doubled since 1861-62, and only half the increase, since 1865-66, can be accounted for, since from that year miscellaneous stores and malt liquor have been included:—

1861-62	...	...	401,676
1862-63	...	...	289,269
1863-64	...	...	217,327
1864-65	...	...	358,156
1865-66	...	...	584,149
1866-67	...	...	556,062
1867-68	...	...	752,063
1868-69	...	...	877,621
1869-70 (estimate)	...	...	820,161

The Indian Finance Minister is as ignorant as the public why the increase has been so great, and this is only one item.

OUR Serampore contemporary recommends the Duke of Argyll to call for the figures which show the cost to India of the overland transport service. "Let him ask how many men were sent home in 1868 and calculate the cost. It will be found that each man costs India £200 from country to country. The British India Steam Navigation Company submitted a scheme years ago, by which each would have cost £35, a sixth of that, and officers only £45 a head. Steamers lie at Bombay with the full complement of officers and men for eight out of the twelve months. The officers and men in each number some 250 souls. The Peninsular and Oriental Company could do the work of transport, supplying separate steamers in excess of those required by the public, for half a million per annum. Our present system costs 1½ millions. The evils found on this side of the desert are equally great on the other."

WE learn from a Calcutta contemporary that Mr. Hayward, the young *savant* specially sent out by the Royal Geographical Society, and whose fortune it has been to be the first scientific Englishman to penetrate into, and return from, Kashgar, has been for some time staying at Murree, previous to his starting again to renew his explorations in Central Asia. The Supreme Government has refused to grant him any marks of special recognition, or any demi-official powers which might lead the country into complications with the wild nations through whom he must pass. "If Mr. Hayward succeeds in his intention of starting again and endeavouring to force his way across the Pamir plateau and down the course of the Oxus into Russia, he will," says the "Englishman," "place himself in the foremost rank of the travellers of this age. He will also win for his country the honor of having explored a tract which forms the theatre of the most extended military operations that Central Asia has seen since the days of Tamerlane; a tract which is the more interesting at the present moment, as we believe the Russians are organising an exploring party from their own side, and it remains to be seen which of the two great European powers will be the first to accomplish the work. At the same time it is unquestionably an enterprise of very imminent peril."

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 5TH OCT., AFT.

The Liverpool Cotton Market to-day was steady.
Fair Dhollera 9½d.
The sum of £100,000 was paid into the Bank of England to-day.
In the Manchester market prices are quite unchanged.

LONDON, 6TH OCT., AFT.

In the Liverpool Cotton Market to-day prices were held firmly.
Fair Dhollera 9½d.
At the Periodical Biddings to-day for Government Bills on India £132,000 were allotted to Calcutta, and £68,000 to Madras.
The minimum rate fixed was 1s. 11d. Tenders at 1s. 11⅛d. received 10 per cent., above in full.
The ships Mistress of the Seas, Tivoli, and Cashmere have arrived from Bombay.

LONDON, 7TH OCT., AFT.

The Liverpool Cotton Market to-day was quiet.
Fair Dhollera 9⅜d.
The Bank of England returns for the week ending 6th October, show the following results:—
Reserve of Notes ..... £ 9,375,000
Bills discounted £16,375,000
Cash ,, ... £19,500,000
Exchange on India 1s. 11½d.

DEATH OF THE RAJ OF DHRANGDHRA IN KATTYAWR.

THE following notification dated 19th instant was issued by the Political Agent in Kattyawar as an extra to the "Agency Gazette":—

"The Political Agent has received with great regret the announcement of the death, on Saturday, the 16th instant, of His Highness Raj Rumulsinjee of Dhrangdhra, Knight Commander of the Most Exalted Order of the Star of India.

"This Prince's prudent and benign government, the confidence and affection with which he was regarded by his Bhayad, his great and well deserved influence throughout Jhalawad, will long cause his name to be remembered in Kattyawar as that of a wise and just ruler.

"In token of respect to His Highness' memory, the Political Agent requests that all Government offices in Rajkote be closed this day." W. W. ANDERSON,
"Rajkote, 19th October, 1869. Political Agent."

The late Raj died of fever of three days duration at the ripe old age of 61 years and after a reign of 26 years. His eldest son Mamsingjee, aged 30, has succeeded to the gaddee. He is said to be a promising and amiable Prince, and it is to be hoped will follow in the footsteps of his late father.

THE VICEROY.

HIS EXCELLENCY the Viceroy and Suite arrive in Umballa any time to-day (Oct. 19).

At 6 A.M. to-morrow, His Excellency starts by special train for Loodianah to inspect the Sutlej Bridge works. Major-General Abbott and the Chief Engineer of the Delhi and Punjab line will be at Loodianah to show His Lordship over the works. In the evening Lord Mayo goes by special train to Meerut.—*Mofussilite.*

CAPTAIN GILLESPIE'S CASE.

WE hear that at length the orders of the Commander-in-Chief, on the subject of the charges pending against Captain Gillespie, have reached the military authorities at Kurrachee. They are understood to be to the effect that that officer be handed over to the jurisdiction of the civil power, in regard to the matters laid to his charge. In that case Capt. Gillespie will be arraigned, in the usual manner, on a prosecution by the police authorities before Mr. Gibbons, the Magistrate, who, on the evidence adduced in the matter, will exercise his discretion as to the *prima facie* necessity, or otherwise, of committing the case; and will also rely on his own opinion, formed from a consideration of the case, *de novo*, as to the stringency or otherwise of the preliminary measures to be adopted in the matter. Captain Gillespie is fortunate in the circumstance that this important part of the case will be thus placed in the hands of an officer on whom ill-informed clamour is as little likely to have effect on the one hand as prejudice or favour is on the other. His thorough knowledge of the general character of the evidence he will have to sift in this peculiar case, as well as the astute discrimination which long experience has given him, in dealing with exceptional results, of all degrees of gravity springing from exceptional causes, will at the same time ensure justice to the prosecution, fair play to the accused, and due consideration to the public concern which society has in the serious matter involved. We shall watch the case anxiously on all these accounts, but we shall not lightly venture on remark or criticism of any sort as the proceedings go on.—*Sindian*, Oct. 20.

TELEGRAPH LINE REPORTS.

KURRACHEE, 23rd 1-40 P.M.—Cable communication perfect to Fao. Turkish line interrupted beyon Bussorah. Turkish line interrupted beyond Ispahan. Latest dates from Great Britain via Turkey, 13th October, 1-40 P.M., via Russia, 20th October, 2-30 P.M.

KURRACHEE, 24th, 5 P.M.—Cable communication perfect to Fao; Turkish line interrupted beyond Kournah; and the Persian line right to Tabreez. Latest dates from Great Britain, via Turkey, 13th October, 1-40 P.M.; via Russia, 22nd October, 7 P.M.

POLITICAL LETTER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 1st OCTOBER.

THE speeches of two Cabinet Ministers, reported in the papers this week, are tokens that the end of the recess draws nigh. Lord Clarendon's speech is briefer and weightier than Mr. Cardwell's; the Foreign Secretary's remarks on the present state of continental politics, in particular, being of value, as avowedly embodying the results of interviews recently held with the leading statesmen of France, Prussia, Austria, and Russia. Lord Clarendon is not a man to be credulous of the smooth words of foreign diplomatists, or to hold out hopes which in his secret heart he knows to be delusive for the sake of evoking a little momentary applause from a provincial audience; and, therefore, when he says that the prospects of the maintenance of peace in Europe are now decidedly good, we are warranted in believing that the powers have come to an understanding which at all events lessens the chances of an outbreak of war between France and Prussia. This opinion is confirmed by the reports which are current on the continent that it was Lord Clarendon himself who brought about the reconciliation between Austria and Prussia, of which the intended visit of the Crown Prince to Vienna is a symptom, and that the English Minister afterwards went to St. Cloud to obtain an assurance from the Emperor Napoleon that the *rapprochement* of the two great German Powers (for, in spite of Sadowa, Austria is still German) would not be viewed by France with positive disfavour or animosity. It is, on the other hand, a difficult matter to believe that Lord Clarendon can possibly have made this announcement to the Emperor in the form of a hardly disguised threat that if France opposed herself any longer to the unification of Germany she would find herself isolated in Europe and opposed to another coalition. In the first place, though there is not much gratitude among nations, England is not yet weary of the French alliance, or so forgetful of the loyal conduct of the Emperor towards her in face of many obstacles as to wish that her government should be guilty of the meanness of abandoning Napoleon at a time when domestic faction has risen to such a height as to raise fresh fears regarding the stability of the Imperial throne; and, if the country were resolved on forming a new coalition against France, Lord Clarendon would certainly not be simple enough to go to Paris for the express purpose of telling the Emperor all about it. There is more plausibility in another rumour, that Lord Clarendon let the Emperor understand that England and Russia are prepared to support Prussia in resisting French aggression, in case the Revolution should make head again in France after the Emperor's death, and that Austria also would rather see all Germany united under Prussian sway than run the risk of falling a victim to another invasion of republican ideas. In other words, it is alleged that our Foreign Secretary indirectly offered Napoleon this bribe—that his dynasty should be supported against the Revolution by the combined efforts of all the great powers, if he would finally renounce the hope of regaining for France that undisputed supremacy on the continent which was shattered by the victories of the Prussians in 1866. But Napoleon could not afford to become a party to such a compact. He is the heir of the Revolution as well as of Napoleon I, and there is no reason to doubt the sincerity of his belief that it is his mission to reconcile the ideas of

ARRIVAL OF THE ENGLISH MAIL OF OCTOBER 1.

ABOUT three o'clock on Saturday afternoon the P. and O. Company's s.s. Golconda, Captain Alfred Coleman, arrived in harbour, bringing the English Mail of the 1st inst. The Golconda left Suez at 6 P.M. on the 10th, reached Aden on the 16th at 11-45 A.M., leaving again on the same day at 6-55 P.M. She brought the following passengers:—

From Southampton—Major and Mrs. Stoples, Major Webster, Captain Holt, Lieutenant Gill, Mr. and Mrs. Loff, Mr and Mrs. Higgins, Mrs. Minet and infant, Mrs Lewis, Mrs. Hampton, Mrs. Dobbs, Mrs. Southey, Mrs. Wilson, Mrs. Gales, Miss Betts, Messrs. Potten, Murray, Logan, Kirwan, Brooks, Dodds, and J. Barber, Master Mail, and Professor Mahomed Ali.

From Marseilles—General Sir W. and Lady Turner, Sir G. Malcolm, Mr. Fitzgerald, Colonel and Mrs. Briggs, Major Williams, Lieutenant and Mrs. Bennett, Mr. and Mrs. Percival, Mr. and Mrs. Greig, Mr. and Mrs. Boys, Mr. and Mrs. Watson, Mrs. Capper and infant, Mrs. Chamier, Mr. Payne and friends, Messrs. Cresswell, Weinholt, Brock, Miller, Agelasto, Nalli, Whyte, Hughings, Hood, Robertson, Boycott, Seyd, Aspinall, F. Hore, Robertson, Andre, and Perrim.

From Gibraltar—Captain and Mrs. de Mello, Mr. and Mrs. de Fonseca and infant.

From Spez—Colonel Haines, Colonel and Mrs. Cary, Major Stafford, Captain and Mrs. Evans, Messrs. Lesmer, Brauss, Weylandt, Turchs, and Heyner.

HEADS OF INTELLIGENCE.

(*Home News*, Oct. 1.)

The Prince and Princess of Wales have returned to England. In passing through Paris they visited the Emperor at St. Cloud.

The Channel fleet has arrived at Cork, after its cruise in conjunction with the Mediterranean squadron.

The Premier has returned from Balmoral, and is now staying at Hawarden.

Captain Jones, commander of the Carnatic, has made a report of the causes of the loss of the steamer, and another statement has appeared from one of the passengers.

Mr. Candlish, M.P., and Mr. Beaumont, M.P., are proceeding to India in connection with the inquiry into the cost of the Abyssinian expedition.

The Duke of Genoa is to be proposed as the future King of Spain.

Lord Clarendon has made a speech in which he stated that the peace of Europe is in no danger of disturbance.

A steamer has made the passage of the Suez Canal without interruption in 15 hours.

A serious fire has taken place in the harbour of Bordeaux through an explosion of petroleum.

Mount Etna is now in eruption.

Mr. Moncreiff has been appointed Lord Justice Clerk in room of the late Mr. Patton.

Dr. Lyon Playfair, M. P., is expected to be the new Master of the Mint.

Two more baronets have been created—Mr. Hardman Earl, of Liverpool, and Mr. Wm. Jackson, of Birkenhead.

Earthquakes have again occurred at several places on the coast of Peru.

The Social Science Congress has commenced its sittings. Sir Stafford Northcote delivered the inaugural address.

The Great Eastern Handicap at Newmarket was won by the Vedette colt, belonging to Mr. Simpson.

Considerable apprehensions prevail as to expected high tides on Oct. 5.

Mr. E. A. Irving, of the Colonial-office, is appointed Assistant-Secretary of the Straits Settlements.

Mr. Jefferson Davis has left England for the United States.

The Admiralty have issued a stringent circular prohibiting ladies from living on board any of her Majesty's ships without express permission.

Captains Hayes, Sherard Osborne, and Von Donop have obtained good service pensions.

Barrett, the attempted murderer of Captain Lambert, has been acquitted at Galway; but he will be tried again.

The contest for the Lord Mayoralty of London is very animated. Alderman Besley at the second day's polling had a considerable majority over the present Lord Mayor.

The hearing of the charge of conspiracy against the directors of the Albert Life Assurance Company is adjourned for three weeks.

The affairs of the European Assurance Society are attracting general interest. The directors are strongly resisting the petitions.

The Corporation of London are negotiating another 4½ per cent. loan of £500,000 for the completion of the Holborn Viadiet.

The dividend of the Oriental Bank Corporation is 30s. per share for the half-year.

Several more failures have occurred in the Manchester trade.

The Atlantic Cable of 1866 has parted, but the 1865 cable is efficient. A cable has been laid between the Land's End and the Scilly Islands.

The following names appear in the obituary of the week:—

In her Majesty's Indian Army: Colonel W. Anderson, C.B., Bengal Retired List—Captain G. H. Hale, Bengal Retired List.

Miscellaneous: The Rev. Dr. Emerton—Lady Augusta Wentworth—Lord Mackenzie—The Rev. James Stuart Murray Anderson—Cannon Bloomfield.

THE PROPERTY LEAGUE.

THE *Law Times* hears that the announced "Property Protection League" will be organised as soon as the holidays are over.

THE BIRMINGHAM MUSICAL FESTIVAL.

THE *Birmingham Post* of October 1 regrets to hear that Dr. Hiller, the eminent Cologne Maestro, has declined the proposal made to him to write an oratorio for next year's Birmingham Festival. The projector has no objection to undertake a secular work, and, indeed, is now engaged in the composition of a cantata on an Indian subject, specially designed for this festival.

LEVANT SUBMARINE TELEGRAPH COMPANY.

A SPECIAL general meeting of the shareholders of this company was held on Oct. 1 in the office, 2, Westminster-chambers, Mr. Edward Richards in the chair, when the following resolution was submitted for adoption:—"That the capital of £100,000 as fixed by the memorandum of association of the company be divided into shares of £5 each, instead of shares of £10 each, and that the condition of the memorandum of the association be modified accordingly." The resolution was adopted unanimously.

PREVALENCE OF SCARLET FEVER IN LONDON.

THE medical officers of health in the metropolis have very generally drawn attention to the alarming prevalence of scarlatina. The *Lancet* seriously urges the Privy Council to make inquiries as to the prevalence and propagation of this fatal disorder; and they could scarcely render the public a greater service than by the issue of definite instructions for its prevention and general treatment in the dwellings of the poor.—*Globe*, Oct. 1.

SODA-WATER A DELUSION.

THOSE individuals who delight in soda-water and sherry or soda-water and brandy, and are under the impression that the action of the soda will neutralize the mischief done by the other part of the compound, should know that they lean upon a broken reed, and that in nine cases out of ten soda-water, so called, is simply water saturated with carbonic acid gas. The British Pharmacopœia requires soda-water to contain fifteen grains of soda to the bottle. This is soda-water. The mixture commonly sold as such does nothing of the kind. Why not call it aerated or gas-water, and we could then ask for, and perhaps obtain, what we want.—*Pall Mall Gazette.*

ELECTION OF LORD MAYOR.

THE poll was resumed at Guildhall on the morning of Oct 1 at ten o'clock, when Mr. Alderman Besley had a clear majority to start with of 648 over the Lord Mayor. At twelve o'clock the numbers stood thus:—

Mr. Alderman Besley.....	1,202
The Lord Mayor.....	510
Mr. Alderman Wilson	457

Showing a majority in favour of Mr. Besley of 692.

The *Globe*, Oct. 1 says—A good deal of amusement was created in the neighbourhood of the Guildhall by the circulation of a placard representing that "the citizens of London, fearing that the Lord Mayor would not be enabled to gratify his vanity by obtaining his re-election to the office of Lord Mayor, and hearing that the throne of Spain was vacant, recommended him to offer himself as a candidate for it, and wishing him success." The document was signed "Don Fin Ley and Don Tew Rowe."

THE GATES OF THE SANCHITOPE.

IT is to be hoped that the way in which the South Kensington Museum accounts were confused with those of the Paris Exhibition of 1867 may prove a timely warning to Her Majesty's Secretary of State for India. A statement has been published to the effect that the Government of India lately sent an officer to England to learn casting in plaster, in order that he might take casts of the famous gates of the Sanchitope, with which Mr. Fergusson's late work "Onn Tree and Serpent Worship" have made many of our readers familiar. And we believe it is really the fact that a highly paid officer of engineers has been taken from his proper duties under the Government of India, and sent to England at the public cost, in order that when he has learned how to do it he may return to India to take a plaster cast of the great gate of Sanchi for South Kensington Museum. And when he has made the casts, of course he will have to come back to England in charge of them. The name of this fortunate young officer is said to be Cole; and if he inherits his father's luck, he may hope to become, ultimately, a C.B. People may call this a job if they please. All we have to say about the matter is that "the Science and Art Department of the Committee of Council on Education" would have done better had they sent out a skilled workman in plaster from London or Paris direct to the Sanchitope, asking the Government of India to attach him to their Archæological Survey for the time necessary to take the casts. But of course this plan would not do if "the Science and Art Department" had any idea of getting its hands into the Indian Treasury and making the Indian ryot contribute to their raree show in pleasant Kensington.—*Pall Mall Gazette.*

TROOPS EXPECTED FROM ENGLAND.

H. M.'s Indian troop-ship Crocodile, Capt. Watson, R. N., was to embark drafts at Portsmouth on Oct. 1, and the 39th Foot, at Queenstown, on October 5, for India. The passages of the following officers and their families by the Crocodile had been sanctioned by the Secretary of State for India, viz:—

39TH FOOT.—Lieutenant-Colonel Currie and wife; Majors W. Leckie and wife, Baker and wife; Captains Dixon and wife, Millilgan and wife, Smith, Tryon and wife, Hore and wife, Chambers and wife, Gatty and wife, Bradford, Wynen, Clarkson; Lieutenants Sharples, Harmar, Tarleton, Boydell, Berkeley, Dean, Malet, Barlow and wife, Egerton, Le Marchant, Luby; Ensigns Beatty, Beresford, Chevers, Whalley, Tuffnell, Cumberland, Dening, Abbott, Bruce, Cowran; Paymaster Hamilton and wife; Adjutant Oldfield; Quarter-Master Jobberns and wife; Surgeon Ross and wife; Assistant-Surgeons Davis, and Sankoy.

DRAFTS.—Captain Floyd, Lieutenant Harvey, Ensign Mackay, 2-25th Foot; Captain Reyne, 37th Foot; Ensign Monkton.

INDIVIDUAL OFFICERS.—Captain Tennant, 108th Foot; Lieutenant-Colonel Bunny, R. A., and wife; Lieutenant Coningham, 1-1st Foot; Cornet Macwhirter, 19th Hussars; Ensigns Muir, 1-6th Foot; Cantley, 38th Foot; Huyshe, 2-12th Foot; Halifax, 1-19th Foot; Bell, 68th Foot; Cooper, 105th Foot; Bignell, 106th Foot; Austen, 109th Foot; Veterinary-Surgeons Berne, R. A.; Goring, R. A.; Hammond, R. A.; Aitken, R. A.; Conductor W. Forrestell and wife, Bombay Ord. Dept.; widow of Conductor Rockley and four children; Sergt. Stratton and wife, Bombay.

FRIGHTFUL FIRE AT NOTTING-HILL.—SEVEN LIVES LOST.

AT ten minutes to three o'clock on the morning of Oct. 1, a fearful explosion took place, at No. 69, Moscow-road, Bayswater, resulting in the immediate death of two adult persons and five children. The occupier of the premises named was Mr. Titheradge, who in addition to carrying on the business of confectioner, sold fireworks and other combustibles. The front of the shop was blown out with dreadful violence, and the house, which was occupied by 13 persons, was the next moment in flames. Mr. Titheradge, who was an invalid, contrived to creep from his bedroom to the top of the stairs, and, after rolling down them, was rescued by the next door neighbour. His wife and three of his children were saved in a similar manner, only in their case the rescuers were the police of the X division, who evinced great bravery at this startling emergency. Three members of Mr. Titheradge's family were hopelessly caged in by the flames, and met with a speedy death. The upper portion of the house was occupied by a widow, Mrs. Jack and three of her children, one of whom was a schoolmaster at some parochial school in the country, and had come up to London to spend his Michaelmas holidays with his mother. The screams which came from the apartments occupied by this family were tremendous, and the scene was rendered more horrible from the fact that no human help could avail in saving them. After the lapse of a few minutes the shrieks subsided, and it was then known that their dreadful fate was sealed. The catastrophe occupied but a very short time. The names of the dead were Elizabeth Titheradge, aged nine years; Emma Titheradge, five; Edward Titheradge three; Mrs. Jack, fifty-two; Steward Jack twenty-eight; Agnes Jack, seventeen; Henry Jack, fourteen.

PROSECUTION OF THE ALBERT DIRECTORS.

ON Oct. 1 at Vice-Chancellor's chambers (before Mr. Bloxam, Chief Clerk), Mr. A. J. Murray, on behalf of Mr. Edward Lee, a shareholder in the Albert Company, who prosecuted in the charge of fraud against the directors of the company, which was heard at the Marlborough-street Police-court, applied that an order might be made for the applicant's solicitor to be allowed access to the books of the company. He said that on the hearing of the charge before the magistrates, it was understood that access should be allowed to the books, but it was thought best to obtain the sanction of the Vice-Chancellor under the 15th section of the Companies Act, which entitled them to make the application.

The Chief Clerk said by making the order it would give an appearance of countenancing the prosecution.

Mr. Murray said that the only purpose for which an inspection of the books was desired was to obtain certain information to forward the prosecution of the directors.

The Chief Clerk said the examinations of the books would be likely to delay the process of liquidation.

Mr. Murray said that it should be quite understood that no impediment would be thrown in the way of the liquidator. The chief thing required was an inspection of the minute-book, which was not in use at all.

Mr. Bloxam said he should not think it right to give the order. He would refer it to the judge, notice to be given to the other side.

A summons taken out by Mr. Edwin Howard, of the Poultry, solicitor, was also heard. Mr. Howard appeared personally; Messrs. Lewis, Mann, and Co. being present on behalf of the official liquidator, Mr. Price.

Mr. Howard said that the summons was for leave to inspect and take a copy of the list of policyholders in the company. He read an affidavit, which deposed that the applicant was a policy-holder in the Albert for £1,000, and that he likewise represented professionally several other policy-holders, and that they collectively desired to make arrangements with some respectable assurance office either for the transfer of their policies or for the issue of the new ones. To do this it was necessary to co-operate, with the general body of policy-holders in England and Scotland, and a copy of the list was required in order to obtain their names and addresses. On the 20th September, Mr. Howard wrote to Mr. S. L. Price, the official liquidator, asking for a copy of the list to be furnished at his own expense, and on the 21st Mr. Price replied that it could not be given without the sanction of the court. The solicitors for the official liquidator requested that time might be granted to answer the affidavit, as they had not seen it. Mr. Howard contended that there were no grounds for the request. Mr. Price, as representing the whole of the policy-holders, could have no reason for refusing to grant a copy of their names.

The Chief Clerk suggested that it would impede the progress of liquidation if a copy should be granted to all the policy-holders who asked for it. The summons was then adjourned until Friday next (Oct. 8.)

Two summonses were also preferred by the official liquidator—the one for leave to send a person to Berlin and to Calcutta, to collect the assets of the company, and also to make arrangements in connection with the business of the company at those places; the other was for leave to receive renewal-premiums, and also to carry into effect the rules of the society, relating to reviving policies. These were both referred to the judge in court.

BAKER AND LIVINGSTONE.

SIR RODERICK MURCHISON has forwarded the following interesting correspondence to the editor of the *Times*:—

Sir,—The following letter, which I have received from Sir Samuel Baker, gives so much interesting information respecting the vigorous preparations which my distinguished friend has been making to secure a successful issue for his grand researches in Equatorial Africa, that I forward it to you for the information of the public.

The postscript will be read with deep interest by every one, since it holds out the hope that when he reaches the south-western end of the great Albert Nyanza, Sir Samuel may be able to procure reliable information respecting the illustrious Livingstone.

For my own part, I adhere to the opinion which I expressed in my last anniversary address to the Royal Geographical Society, and which I have since repeated and enlarged upon in the *Times* and the *Scotsman* newspapers, that that great traveller has probably followed the waters which flow westwards from the Lake Tanganyika, and, if so, that a very long time indeed must elapse before he can emerge on the Atlantic or western coast, on which he terminated his first great traverse of South Africa. It is thus that I would account for the great delay.

If such has been his course, a knowledge of the fact will probably have extended to the south-west shore of the Albert Nyanza, and then the great Egyptian expedition commanded by Baker may procure for us the much-desired information as to the march of Livingstone.—I remain, sir, your obedient servant,

RODERICK I. MURCHISON.

Drumlanrig Castle, Sept. 29.

"Alexandria, Sept. 15.

"My dear Sir Roderick,—We are now all ready for a start. Some time ago the flotilla of steamers and boats left Cairo to ascend the Nile to Khartoum and I am anxious to hear how they passed the various cataracts; fortunately, the river is full, therefore all is favourable for the passage. I sent 800 packages, or 400 camel loads, through the Korosko desert in advance to Khartoum, and I am now awaiting the arrival of Samuda's lake steamers with the six mechanics who will reconstruct them at the entrance of the Albert Nyanza. The vessel which conveys them from England is expected to arrive in Alexandria on the 25th inst. Two steamers are in readiness to ship and transport them up the Nile to Korosko, at which place 300 camels are prepared to take them to Khartoum.

"We all leave Suez on the 4th October for Souakim, at which port 200 camels are waiting to carry us and our baggage to Berber, on the Nile, lat. 18 deg. A steamer is to meet us there, and take us in three days to Khartoum. I shall write to you upon our arrival.

"I have added to my party a very enterprising engineer named Higginbotham, who has been employed for some years in the Viceroy's service. Speaking Arabic, he will be of much assistance, and I have made him *chef des travaux*. Thus the English mechanics will have a chief.

"We are all well. Lady Baker especially desires me to give you her kindest remembrance, and to say what happiness we shall both feel to meet you well and strong once more when our task shall be completed.

"Ever, my dear Sir Roderick, most sincerely yours,

"SAMUEL W. BAKER.

"P.S.—I see a letter in the papers from Mrs. Burton, proposing an expedition in search of Livingstone. Although well meant, it would be a useless undertaking, as I shall arrive south of the Albert long before any expedition from Zanzibar could reach Tanganyika. There I shall be certain to hear of him, as I shall be within a few miles of the latter lake. Should any white man be in the country, the chiefs or kings of the various tribes are sure to have the information, and I shall have both the force and supplies necessary for his assistance, with a direct communication established to Khartoum.

'S. W. B.'

THE CONFLAGRATION AT BORDEAUX.

THE terrible fire at Bordeaux was announced over the whole city by the tolling of the great bell of St. André, which is never rung save in times of extreme peril. The alarm was taken up by the bells of the other churches, and the quays were soon thronged with spectators, from the bridge near Bastide, as far as Lormont, a distance of four miles. The whole river was one mass of flame. About seven o'clock in the evening of the 28th Sept., a barge containing spirit of petroleum, just unloaded from a Belgian steamer, and which was lying moored between another barge and a large German vessel, both having the same fluid on board, caught fire from a lighted lucifer match, which had been incautiously thrown on it by one of the men in charge. The crew cut the cables and allowed the barge to drift away, and she was run aground on the banks of the river, away from the shipping. Unfortunately she was swamped by the rising tide, and the burning fluid was carried on the surface of the water among the vessels in port. One by one they caught fire, until about 11 o'clock there were 15 vessels in flames, all of them over 1,000 tons burthen. Those which escaped were laden with lighter cargoes, so that their copper sheathing was some feet above the level of the water and served to protect them. When the tide turned several other vessels caught fire from the burning *debris* carried down the stream. The hand-pumps employed in endeavouring to extinguish the conflagration were ludicrously inefficient. As no such thing as a steam fire-engine exists in Bordeaux, the vessels were ultimately allowed to burn out, the firemen being contented with securing the safety of the others. The crew of the Unico, of Saint Servan, however, stuck to their vessel, and having extinguished the flames, succeeded in mooring her alongside the quay. The fire was not over at six o'clock on Wednesday night (29th) there being then six vessels burning. The official report states that sixteen large vessels have been completely destroyed, while twelve have been badly damaged. Of these at least one-half belonged to Bordeaux, while the remainder were mostly German and Spanish. No English vessel suffered any injury. In consequence of the distress which was likely to ensue, a subscription for the relief of the sufferers was opened by the proprietors of the *Gironde* newspaper. The damage done was estimated at from six to twelve millions of francs.

THE WRECK OF THE CARNATIC.

THE home papers have published the letter addressed by Captain Jones, late of the s.s. Carnatic, reporting the loss of that ship. The account given by Captain Jones is much to the same effect as the account supplied to us by the P. and O. Company, but we notice that Captain Jones offers the following explanation as to how the ship got into such a position:—

"On arriving off Jubal Island a strong current must have set the ship to the westward; afterwards, at 12·50 A.M., Jubal bore W., and Ushraffee light N. 47 W. At 1 A.M. I had hauled the ship out S. 51 E., keeping a good look-out myself. About 18 minutes afterwards I suddenly observed breakers on the starboard bow, and instantly ordered the helm hard a-starboard, when I saw no chance of clearing the breakers extending a head, and the ship taking a long time to answer her helm, I reversed the engines full speed astern, but the ship struck on the reef a few minutes afterwards."

The *Times* in writing on the subject says—

"The figure of the captain stands alone in the foreground of the picture. Vessels are often wrecked from the neglect of captains to exercise due supervision; but here it was the captain's supervision which did all the mischief. We pass no judgment on the original accident. How far that might have been avoided by better seamanship on the part of any of his officers, or was due to want of seamanship on his own part, will be investigated by experts. It is perfectly clear that no loss of life need have occurred had the boats been resorted to on the morning after the wreck. The sea was then tranquil; there may have probably been a certain amount of surf off shore, but even Captain Jones does not refer to that as having constituted a justification of delay. It is charitable to suppose that one reason for his persistency in lingering on board till it became a question of minutes when the vessel should become water-logged and heel over, may have been the greater certainty that they would be seen by passing ships and rescued than if they quitted the reef for the island. But it would have been absurd to apprehend they could be overlooked on an island in a sea which is so beaten a thoroughfare as the Red Sea, and with the abundant materials they might have forethought has provided to attract attention. The true motive was undoubtedly that Captain Jones desired 'to take every measure for the salvation of the ship, which he still trusted would be got off the rocks.' The hope to which this faithful servant of his company, but very unsafe guardian of the lives of passengers, clung probably was that the *Sunatra* might come up in the course of a day or two, and aid in making the *Carnatic* seaworthy and dragging her off the reef. In the meantime, only by the combined energies of the whole crew, by putting out anchors, setting sails, keeping the engines going and the pumps at work, was there, he knew, any chance of preserving the vessel steady in its place. The departure of the passengers would both have robbed him of some stout arms, and, besides, have taken the heart out of the crew's efforts. Captain Jones's first thought was of his ship; his passengers were only his second care. We cannot admit that the concurrence of a committee of the passengers in his recommendation to remain in the ship diminishes his responsibility. A captain of a ship on these occasions, like a general calling a council of war, may gain useful hints and secure a more cheerful co-operation; but it would be a very dangerous doctrine to hold that he could by such devices either abdicate or even share his responsibility.

"Perhaps Captain Jones may be able to give a more plausible explanation to the public than he has thought it necessary to give to his owners of his delay in taking to the boats. From the accounts we have it does not appear that there would have been any real danger in reaching the shore for some time after the *Carnatic* struck. The enterprise was accomplished later without loss of life under far more difficult conditions. As yet the reasons he has suggested imply a care only for the ship's safety. He appears to have deliberately staked the lives of his passengers and crew on the hazard of the *Sunatra's* arrival before the wind rose. The loss of life which eventually occurred occupies but a casual place in his narrative. But for a single line in the opening sentence a reader might have supposed that all had been saved. Even, however, had no lives been lost, we should still have required special justification for a resolution which forced a mass of helpless passengers to endure the horror of watching, during two nights and a day, the waters creeping up higher and higher, while they were tantalised with the spectacle close at hand of a certain and obvious means of escape of which they were barred from availing themselves. On a route like that to India, Great Britain cannot afford to pardon an economy which would try to preserve a ship at the chance of losing lives. Every Peninsular and Oriental Company's servant must be taught that his first duty is to his passengers, and that nothing is precious enough to be suffered to challenge a comparison with their safety."

REVOLT OF THE PARISIAN LADIES AGAINST LA MODE.

PARIS, SEPT. 30.

THERE seems to be a rather curious movement beginning here in the very important matter of ladies' dress, and one that may not perhaps be altogether appreciated by your readers. Since several centuries—say the time of François I. (not much before)—what is termed "fashion" has reigned more and more despotically in France, until, in contemporary days, *la mode* grew into a goddess, whose decrees it was absolutely impossible to disobey. That which it was the universal *mode* to do became the actual manner—the "*mode*" of people's life. Nothing out of that one set form was admitted or tolerated. This was infinitely more the case in France than anywhere else; and in England or Germany, not to speak of Italy or Spain, a sandy-haired woman might have rebelled against wearing yellow, were yellow the *mode*, whereas in this country she would uncomplainingly have submitted to the dread fiat which made her ugly. There lies the difference. In France to be ugly was of no consequence; not to be *à la mode*, was a crime. Whereas in England and Germany, and in the rest of the world (except Russia and the Transatlantic lands) the first condition was to be handsome, if you could be even at the cost of being dressed as everybody was not. It is this which, like a vast number of other things, is undergoing a total change. First of all, about ten years back, the hitherto omnipotent Parisian began by adopting certain Britannic and Teutonic fashions; she took her crinolines and small bonnets from Vienna, and her boots, hats, and red petticoats from London. "But then," *La mode* said, "these things are the fashion and must be worn"—so that the same principle still persisted—everybody was to wear the same things at the same moment. There was no private initiative, no liberty of dress any more than of conscience. You were to say the same prayers, believe in the miracles, and wear the same attire, if you meant to belong to the "*bonne compagnie*" of France. Within the last two years it is this which is being modified. The deity is being deposed, and private initiative is taking its place, to the astonishment and scandal of old Parisians of both sexes. "People wear what they choose now-a-days!" was heard to say at Trouville, an elderly matron in a tone of perfect disapproval to her neighbour. "Yes!" answered the other bitterly, "all they seem to think of now is, whether this or that happens to suit them, so that really there is no longer any rule. Society is a masquerade—a fancy ball. You can't tell who's who—no more rule whatever!" And this to a time that you may now, in a *reunion* of French women, see what you never saw before, namely, a collection of utterly various costumes, belonging to different nations and ages: You will encounter LaBaronne de P., the famous *brune*, attired as a Zingara, and looking exceedingly like Azucena in the "Trovatore," her sable hair twisted in thick cords about her handsome head, and sequins showered all over it, even down to almost the middle of her forehead. Rows of sequins all over the corsage of her black dress, embroidered with yellow stars, and a girdle of gold, with chains of gold depending from it in front, as in the sixteenth century. Close to her will come the fair indolent-looking Marquise de G——, all robed in crimson, and with tight-fitting, long-trailing vestments, similar to those of the Middle Ages. The deep glowing red sets off wondrously the pale hue of her skin and the rather dull flaxen colour of her hair. Her dress belongs to no particular epoch or fashion, but it suits her, and it was made by Worth, so there is nothing to object to. A little further on you meet the famous Comtesse P——, who seems walking out of the frame of one of Watteau's pictures. She minces along, her head being too high to admit of her really walking, and hat (of the size of a tea-cup) crowned with feathers on head, cane in hand, and petticoats of three colours looped up (very high), she represents the perfect type of a *bergere* of the time of Louis XV. Well, it suits her—and that is accepted now as a reason, and those whom it suits will imitate it—whilst others, pale and blonde, like Madame de ——, will wear the red robes of Isabelle de Baviere, or if brown and ebon-haired, like Madame de P——, the garments of a mauro-Spanish sorceress, and all will be well. "*On ne s'habille plus, on se costume*," said a great feminine authority—and this is true.

But let no one be misled; this is the inauguration of the reign of free examination in France. Dress may seem a small thing to grave men, but all holds together, the period when the public admits that each lady shall dress as she chooses, is the period when people aim at being allowed to think as they chose.—*Correspondent of the Globe.*

PICKINGS FROM "PUNCH" OF OCTOBER 2.

Philanthropic Coster (*who has been crying "Perry-wink—wink—wink!" till he's hoarse—and no buyers*). "I wonder what the p'or unfort'nate Greeters in these 'ere Low Neighb'roods do Live on!"

WHAT NEXT?—That the lower classes have not a monopoly of ignorance is proved by the deplorable fact that a London Police-Magistrate the other day wished to know what a witness meant by a "dickey!"

"THE COMPLIMENTS OF THE (SKETCHING) SEASON."

Papa. "There, Henry! If you could do like that, I'd have you *taught Drawing*, my Boy!"

"NON POSS."

PAPA PIUS. "No, Dear Doctor Cumming—you may kiss my toe if you like, but you mustn't speechify."

UNINTENTIONAL SATIRE.

Donkey Boy (*innocently, pointing out a couple of his animals*). "'Ere you are, Sir! 'Ere you are, Miss!"

WHY THE VIADUCT ISN'T OPENED.

All's done, the work of trowel, stone-saw, forge:
Admit the public. Not so fast, by George!
Wait till Great Beadledom can Strut and Gorge.

"SEELY," I.E., 'LUCKY.'—*Spenser.*

THE author of *Ecce Homo* succeeds Canon Kingsley in the chair of *Modern* History at Cambridge. Lord Shaftesbury is as well as can be expected, and Archdeacon Denison is so much recovered that no further bulletins will be issued.

VICE VERSA.

The *Post*, in an ecclesiastical article, remarks:—"These things are a step in the adaptation of the Church to the masses."

Of altar candles, genuflexions, elevated wafers, and other Ritualist instruments and acts you may say, on the other hand, "These things are a step in the adaptation of the Masses to the Church."

THE RECOGNITION OF MERIT.

It seems that a work entitled *Lives of Eminent Serjeants* is nearly ready for publication. All who are interested in the welfare of our Army must rejoice that the gallant deeds of some of its non-commissioned officers are about to be made more widely known; and the wish will probably be felt that, as a sequel, the public may be favoured with *Lives of Distinguished Corporals*, commencing with "Le Petit Caporal,"—the great Napoleon himself. It is not said to whom the volume on "Serjeants" is to be dedicated—probably to the Commander-in-Chief.

OPENING ON A SCENT.

The *Times*, in a City article, mentions "as an illustration of the devices used by the European Assurance Society to entrap the unwary," that in one of its pamphlets it said that "Favourable notices of the report and meeting appeared in the *Times*." "It is hardly necessary," adds the writer of the City article, "to say that no such notices were inserted." Not necessary, but very desirable, because here is indicated a means of getting at somebody. Somebody must have written the pamphlet. Where is the manuscript? Where is the printer, to prove whence he got it? And then—Where is the nearest Police Court?

ENGLISH PAPERS TO OCT. 2.

BY THE BRINDISI ROUTE.

[THROUGH OUR OWN AGENT.]

H. M. S. FORTE.

(*Army and Navy Gazette*, Oct. 2.)

SOME of our daily contemporaries have given publicity to an alarming paragraph referring to H.M.S. Forte. We are enabled to state that no anxiety whatever is felt for her safety at the Admiralty. When last heard of from the Seychelle Islands, Commodore Sir L. Heath stated that there was a slight leak aft near the stern-post, and she was making water at about the rate of two inches per hour. He was on his way to Zanzibar, and would then proceed to Suez, where the ship would be docked in the splendid dry dock of Port Ibrahim. As for the tale about officers and men being likely to be compelled to go to the pumps during the passage, it could only exist in the imagination of the writer. There would, probably, be just sufficient extra employment for the "black list" men, unless, indeed, the crew of the Forte be one of a model character.

THD SULTAN AND THE KHEDIVE.

(*Army and Navy Gazette*, Oct. 2.)

THE question which has arisen between the Sultan and the Khedive, ostensibly based on certain infractions by the latter of his Suzerain's right, has a curious secret history. By the firman which constitutes the hereditary right to the Viceroyalty in the line of Ismail Pasha the old law of succession was changed, and his two brothers, who had a reversion according to Mahomedan law, were cut off from all chance of succession as long as Ismail Pasha's male children lived. These Pashas, Mustapha Fazil and Halil, reside in Constantinople, having been banished for alleged complots against the Khedive, for as his sons are young it was hoped that the brothers might produce a new firman to restore the old law of succession. One is very rich—that is, he has secured large sums for his estates in Egypt from the Viceroy. The other was wealthy, but has lost an immense fortune, and both are said to be in a position which would render a hundred thousand purses or so very welcome. They are in favour at Constantinople, and one is a member of the Council of Ministers of the Empire. Their intrigues against their brother are active and incessant, and the Sultan's jealousy is aroused and kept alive by artful representations of which the Khedive knows the authors perfectly. A good largesse, squeezed out of the Cairo Treasury, would only lead to a temporary cessation of the attacks, and Ismail Pasha, who has paid largely already, has probably made up his mind not to throw good money after bad. If Ali Pasha were to resign, the Eastern question might come upon us in a most disagreeable form.

THE SPECTATOR'S NOTES.

(*Spectator*, Oct. 2.)

THE EMPEROR.

THE Emperor of the French seems to be just now in one of his cold fits towards the Liberal movement which has puzzled him so much. He has given out, it seems, that the Chamber of Deputies shall not meet in October at all,—not till November; and he has officially confirmed the before only provisional appointment of M. Forcade de la Roquette to the Ministry of the Interior,—an appointment which seems explicitly intended to challenge the wrath of the Liberal party. The Emperor's courage evidently ebbs and flows like a periodic spring, and is just now on the flow. Does he want to make the whole Liberal party into Irreconcilables? We should not be surprised if it be so, but we doubt whether he will have the nerve to defy them when he has effected his purpose.

THE SUICIDE OF MR. PATTON—A MORAL.

The body of the late Lord Justice Clerk of Scotland (the Right Hon. George Patton) was found in the Almond river on the afternoon of yesterday week, being drawn up by a creeper which had caught hold of the right hand. There was a deep gash across the throat, and it became too evident that the Lord Justice Clerk had committed suicide,—in fulness of mind concerning his impending examination before the Bridgewater Commission, which, unless he could have cleared himself absolutely, would have been the more painful, that he had only lately, it is said, sat as judge on a bribery case in Scotland. This suicide is a terrible, and may perhaps prove a not unwholesome, commentary on the flat and common-place jocosities of bribery confessions. If we would only remember that the winks and leers with which we greet the political immoralities of an election contest,—just like the winks and leers with which we greet immoralities of another and even graver kind,—may before long turn to tears and blood in sensitive natures, we should hardly have so many willing to corrupt and to be corrupted as we have. The tragedy of Mr. Patton's end may yet do something to impress the tough consciences of election agents and election victims. Mr. Patton is succeeded as Lord Justice Clerk by Mr. Moncreiff, now Lord Advocate. It is supposed that Mr. Young, the Solicitor-General for Scotland, will become Lord Advocate, and that either Mr. A. Rutherford Clark or Mr. Gifford may succeed to Mr. Young.

THE FRENCH TRAGEDY.

The Pantin butchery has been more or less cleared up since last week. The murderer, who took the name of the son of the murdered woman (Madame Kinck) for his own purpose, was really one Traupmann, an artizan who had worked for Kinck at Roubaix, and conceived the idea of enriching himself by the murder, first of his former master, and then, that not succeeding, of his whole family. The design seems to have been to possess himself of the title-deeds of the Kincks' property, —to sail for America,—to lie quiet there till the murder of the wife and family had blown over, and then, representing himself to some French consul as Kinck himself, and producing the title-deeds of the property, to apply for its transmission to America. It was a very stupid scheme, and was foiled before the murderer had left Havre, through his being accidentally questioned closely under the idea that he was a sailor shirking his engagement on board a vessel. The man's answers struck the officer as suggesting some connection with the crime of which the papers were full, and he charged him directly with it. The man thereupon leaped into the docks, from which he was with difficulty extricated alive. The body of the eldest son has since been discovered buried in the same field at Pantin as that of the rest of the family; and it is believed that the father's body has been found in Alsace. The strange thing is that this wretch Traupmann actually sent back 100 francs out of the 300 francs he had found on the bodies to his old father at Roubaix, who was in difficulties. Even he, then, is not *all* devil.

MR. LOWE IN A NEW CHARACTER.

The Chancellor of the Exchequer, we are told, is devoting part of his vacation to active exercise on the velocipede or bicycle. It is a very characteristic amusement. The velocipede is an instrument of progress, and Mr. Lowe likes progress. It is rather alarming to timid wayfarers, and Mr. Lowe likes to alarm timid wayfarers. It gives a good deal of uphill work, and Mr. Lowe always likes uphill work,—witness his valiant attempt to convince the "invincible ignorance" of the City that a smaller gold coin with a charge for mintage will be as costly, and therefore as valuable, as a somewhat larger one gratuitously minted. Now, the velocipede is, we believe, alone among conveyances in this, that it *increases* the uphill work of the rider, instead of lightening it. Finally, it seems to be a rather dangerous steed for the rider, if we may judge by the number of riders it throws, and whose brains it fractures, and Mr. Lowe likes dangerous riding—quite lately he used to ride a very dangerous horse in the park. Still, we trust he will be as careful as it is in his nature to be. It would not only be a blow to the Bank of England, a sorrow to the City, and a calamity to the Courts of Judicature, if he were to share the terrible fate depicted in Hans Breitmann's graphic ballad; it would also put a stop most unsatisfactorily to the very interesting question as to his ministerial prospects and destiny. It will be quite time for that eccentric, but genuine genius, to be taking his meteor ride "in Himmel troo de endless plue,"—a position in which it is not easy to conceive Mr. Lowe,—when he has fairly solved for his many curious and speculating admirers the problem of his ministerial career. Everybody would lament Mr. Lowe. He is the cayenne-pepper of political life. Parliament would lose its pungency without him.

ARMY NEWS.

(*Army and Navy Gazette*, Oct. 2.)

A GOOD-SERVICE reward of £100 a-year is vacant by the death of Major-General Frank Adams, C.B.

Colonel Jervois, the Director of Works and Fortifications, left England last Saturday for Bermuda.

It is now finally settled that Lord Napier of Magdala will succeed Sir William Mansfield as Commander-in-Chief in India

WEATHER REPORTS.

CARWAR, 23rd, 9 A.M.—Weather fine, wind light airs, thermometer 75, barometer 30·02.

VINGORLA, 23rd, 10 A.M.—Weather clear, wind south-west moderate, thermometer 88.

CANNANORE, 23rd, 10 A.M.—Weather clear, wind south west moderate, thermometer 78, barometer 30·000.

TUTICORIN, 23rd, 10-25 A.M.—Weather fine, wind north-east, thermometer 86, barometer 29·94.

MANGALORE, 23rd, 10-30 A.M.—Weather fine, wind west by south-west, thermometer 81.

CARWAR, 24th, 9-10 A.M.—Weather fine, wind easterly, thermometer 77, barometer 30·07.

VINGORLA, 24th, 10 A.M.—Weather clear, wind south-west moderate, thermometer 86.

MANGALORE, 24th, 11 A.M.—Weather fine, wind west north-westerly, thermometer 82.

CANNANORE, 24th, 10 A.M.—Weather cloudy, wind north-west moderate, thermometer 79, barometer 30·070.

A GOVERNMENT AUDITOR OF PUBLIC COMPANIES.

THERE is to be a Government Auditor of all Joint Stock and such like public companies, and it is very probable that Mr. R. A. Hollingbery, the Assistant Secretary to the Government of India, in the Finance Department, will be the first Government Auditor. The salary of the office will be, perhaps, from two to three thousand rupees a month,—a better man than Mr. Hollingbery, for the appointment, could scarcely be found, but we fear he may not accept of it; in that case it is likely that Mr. G. W. Kellner, the Inspector General of Accounts, may be offered the place, or it may be added on to his present office, a doubling-up that may secure economy without disadvantage of any kind.—*Jubbulpore Chronicle.*

MELANCHOLY DEATH OF AN ACTOR.

AN actor named Shereburne, or O'Dwyer, a native of New York, when in state of delirium tremens, met his death at Calcutta on Monday last in a singular manner. As he was setting out for rehearsal, his behaviour was so extraordinary that his landlord detained him, and a message was sent to the General Hospital for medical assistance. Shereburne was tied to his bed, but on promising to behave himself, he was released. No sooner was he freed than he seized a sabre and rushed upon his landlord. In the struggle that ensued he was tripped, and falling over the sabre received a fatal wound in the side. He died almost instantaneously. Shereburne leaves a widow and two children.—*Friend of India.*

ANECDOTE OF THE EGYPTIAN VICEROY.

THE following story, which amused society in London during the late visit of the Pasha of Egypt, we have not yet seen in print. It may be remembered that a grand musical entertainment was given to His Highness at the Crystal Palace. Now if the Mahomedan hates anything, it is European harmony. But the thing was not to be escaped. While 500 fiddlers and twice that number of singers are ravishing the ear with "Israel in Egypt" the Viceroy, worn out, sleeps quietly, his fez cap pulled well down. At length, amid a mighty crash of horn and cymbal, His Excellency, hands to head, starts into consciousness, almost dismay. "Ah!" remarks some officious toady, misled by the act, "*that is* the passage of the Red Sea by the Israelites." "What! Israelites cross the Red Sea, leave Egypt," shrieks the indignant Viceroy, "I will telegraph at once and stop them." However imaginary the incident may be, it is a severe commentary on the monetary dealings and misrule of the Pasha.—*Friend of India.*

AN IMPORTANT EXPERIMENT.

(Madras Times.)

THE Government of India have found that the supply to European troops of meat rations by the Commissariat through direct agency is a more satisfactory arrangement than the present contract system, and the local Government has, on the recommendation of the Commander-in-Chief, ordered that it should be tried at a few stations of this presidency, a report of the result of the experiment being submitted after a year's experience. A comparison of the financial result of the two systems in Bengal has shown a saving in favour of the agency amounting to Rs. 1,50,000 in eleven months Apart from the financial superiority of the agency system, the quality of the meat has been greatly and incontestibly improved. This is attributed to the interest of the contractor to supply meat at the smallest possible cost to himself, whereas the primary object of the Commissariat officer is to give the best possible meat ration in his power within a fair reasonable limit as to cost so as to prevent rejection, and to afford no grounds for complaint against his management. While, however, the cost of the beef ration has been considerably reduced that of the mutton ration has been increased. This increase is not attributed to any scarcity of, or to any great extent to enhanced prices for sheep, but to the fact of its having been found absolutely necessary, in order to give the British soldier a fairly eatable mutton ration to feed the sheep upon gram more or less according to the season of the year.

A CALCUTTA GIRL OF THE PERIOD IN 1817.

IN an article on Mr. Sandeman's Selections from Calcutta Gazette, the *Englishman* notes it as somewhat singular that some of the very objections which the *Saturday Review* only the other day took to the dresses of the girls "of the period" should have struck a Calcutta Jenkins in 1817. The bachelors of Calcutta in that year gave a fancy dress ball, and after noticing some of the costumes present, Jenkins thus vaticinates:—

"The fourth mask was that of a lady dressed in the extravagance of the present fashion; her back half exposed, her petticoats so short, as to leave at least eight inches above the ancle visible, and her head crowned with large bunches of roses. Her figure and gestures attracted the attention and curiosity of the whole company, and 'who is it?' was anxiously resounded through every room. She soon succeeded in getting a partner, and after going down a country dance, left the inquisitive assembly in wonder who it could be?"

A poet also enters the field in support of Jenkins and satirises the style of costume in the following verses:—

APOLOGY FOR THE FAIR.

Unstain'd by Vice, the lonely Eve
Nor cloathes nor vesture wore;
'Twas Sin first whispered her to weave
Th' accusing Robes she wore.

Hence do our Fair who Virtue love
This Badge of Sin detest,
Their purity they boldly prove
By going *quite* undrest.

KURRACHEE SKY RACES.

YESTERDAY (Oct. 19) was the first day of these races. The meeting was fairly attended, and the stand was filled by a goodly number of ladies and gentlemen.

There were four events on the programme, and not a contretemps occurred to detract from the afternoon's amusement.

The first race was the Lilliputian Stakes, for all ponies 13 hands 2 inch and under. Rs. 60 from the fund. Entrance Rs. 6. ¼ mile. Catch weights over 9st 7lbs., for which 3 ponies started. Sky Rocket, ridden by his owner, came in winner by about 4 lengths, Captain Humfreys' Looloo being a good second, and Mr. Lonsdale's Firefly a bad third. Time 1 min. 3 secs.

The Hydrabad Stakes—Rs. 150 from the fund. For all hunters, chargers and hacks. 10st., ½ mile. Four horses came to the front, the winner being Mr. Crawford's Charlemagne, by 3 lengths easily, ridden by the owner; Hope, ridden by Captain Humfrey, being second, Starlight third, and Highflyer fourth, but under the disadvantage of carrying 2lbs. overweight. It was evident that Charlemagne had it all his own way, although Hope's skilful jockey pushed hard for first place. The time of this race was good for the cattle, occupying only 59 seconds.

For the "Derby"—Rs. 200 from the fund with Rs. 25 entrance; 3 horses started, but Mr. Heath's Beelzebub pulled up opposite the stand, having evidently never intended to contest the race, his foot having been hurt in shoeing. The run home between Mr. Murray's Sind, ridden by the owner, and Mr. Fenner's Sheet Anchor, tooled by Captain Humfrey, was a most exciting one, the horses being well matched and mounted. It was won cleverly by the former by ¼ of a length only. This was a capital race, and had Sheet Anchor's jockey not made it a waiting one too far, he would have come to the post first according to the opinion of many on the course.

The Hurry Skurry Stakes brought a pleasant afternoon's sport to a close. Four horses were entered but one was scratched. Mr. Healy's Starlight, ridden by the owner, won the first place after running a beautiful race, Mr. Fenner's Forester with Captain Humfrey up, being an excellent second, and Mr. Dunne's Shamrock, mounted by Dr. Garde, coming in third.

On the whole the sport was all that could be wished for, and every thing was managed by the stewards in a thorough business manner, showing that they were well up to their work.

The next day's races come off to-morrow, and give promise of some hard races for the winning post.—*Sindian*, Oct. 20.

SMITH, EDWARDS AND CO.'S MONTHLY COTTON CIRCULAR.

ADELAIDE BUILDINGS, CHAPEL STREET, LIVERPOOL, 1ST OCTOBER, 1869.

THE past month has been one of almost unbroken depression in our cotton market, and prices have declined on the average fully 1d. per lb.

At the date of our last report the first decided check had occurred after the long spell of active business that had prevailed in our market from June to August. Prices had fallen ½d. to ¾d. per lb. from the highest point, and middling Orleans were quoted 13¾d and fair Dholleras 10¼d. per lb. A very large import of Surats had just taken place, and this caused pressure to sell from the quay. Very encouraging accounts were also being received of the American crop which added to the desire of holders to realize. Still there remained a pretty strong speculative feeling, and when Dhollerah and Oomrawuttee landing touched 10¼d. large buyers entered the market, and prices recovered ¼d per lb. But the improvement was momentary, no response was given in Manchester, and a spell of more severe depression ensued. Attention was turned more and more to the glowing accounts coming of the American crop, and the comparative largeness of the early receipts, added to the uneasy feeling of holders; many cable orders to sell American cotton were received from the other side, and this caused additional pressure. American cotton gave way more rapidly than Surats, and this, too, notwithstanding that the stock was extremely small, with hardly anything afloat. Occasionally a slight stand was made against the downward movement, but with no success, till prices fell to 9¼d. and 9¾d. for Dhollerah and Oomrawuttee landing, and 12¼d. for middling Orleans. These prices were reached last week, and led to a decided increase of business, the feeling gained ground that at last the bottom was reached, and that no justification existed for any further decline; a fair amount of business was done in Manchester, though at miserably low prices, and this brought the trade more freely into our market, and for some days an active demand prevailed at hardening prices; but a relapse has again occurred, the demand in Manchester seemed to die out, and our market at once became weaker, receipts at the American ports were reported as very heavy, and holders became anxious sellers: prices have fallen below the lowest point touched last week, and Dhollerah and Oomrawuttee landing can be bought at 9¾d. and 9¼d. Middling Uplands and Orleans on the spot are worth 12¾d. and 12¾d., but American can be bought steamer named at ¼d. to ½d. below those prices, and November-December shipment of Uplands are only worth 11¼d. per lb.

In Manchester during the past month the depression has been even more severe than at Liverpool, and the fall in yarns has been greater than in cotton, probably averaging fully 2d. per lb. from the top, against a decline of fully 1¼d. per lb. on the raw material. In cloth the decline has hardly been so great, but still the only prices that have been obtainable for some time past have been entirely below the cost of production.

The position of both spinners and manufacturers has been wrenched in the extreme, and in consequence a more general resort to "short time" has occurred than has been witnessed in Lancashire for some years past. The deliveries to the trade from this port for the last five weeks only average 28,000 bales per week—an almost unprecedentedly small quantity—but this is partly accounted for by the fact that they held considerable stocks of cotton before the collapse occurred—perhaps 30,000 bales above their absolute requirements—and this they have now parted with, and probably hold scarcely a bale of reserves at the present moment. The actual weekly consumption has been undoubtedly reduced very low, and some persons of experience place it only at 35,000 bales per week; but we incline to think it is nearly 40,000 bales, which however is a very low figure, as the consuming power of the country is upwards of 60,000 bales per week of present small average size, provided all the spindles were set to work.

During the past month some small failures have occurred in the manufacturing districts, but none of any great moment; there is, however, a very uneasy feeling abroad, and no one would be surprised if more serious disasters were to follow.

The money market during the month has continued quiet, with the Bank-rate at 2½ per cent. There was a momentary fear last week of a disturbance arising from the gambling operations on the Gold Exchange at New York. The price of gold fluctuated there in a single day from 131 to 162, and exchange on England became unsaleable. Orders to ship gold from this side arrived, and considerable shipments, amounting altogether, it is thought, to half a million sterling from Europe, took place. But the speculation in New York collapsed before any serious consequences ensued on this side, and the Bank-rate has not been changed.

While the money markets of Europe are so easy as they are at present, it is not in the power of American speculation to affect them; but the case might be different if they were in a sensitive condition, with high rates of interest ruling, and such operations as we have lately seen in New York might then have a very pernicious effect.

The prospects of our market depend for the present, in an unusual degree, upon the drift of public opinion. It is now running as strongly in an adverse direction as it did the opposite a short time ago. We have seldom seen so complete a change in so short a time. In August, when middling Orleans was at 14d. and fair Dhollerah at 11d., the prevailing feeling in Manchester, as well as here was in favour of a continuance of these extreme prices, and perhaps a further advance. With a deficit in visible supply of 400,000 bales as compared with the previous year, a long continued scarcity of cotton seemed inevitable, and little attention was then paid to the favourable accounts coming of the American crop. But now a remarkable want of confidence prevails, and though the decline of 1¼d. per lb. has placed us on a much safer basis, there is no disposition towards a resumption of active business.

Very large estimates of the American crop have been circulated, as much as three millions of bales being freely spoken of, but we have noticed a tendency to withdraw these extreme figures in the last week or two. So far as we understand it the present position of the crop is as follows:—

Very hot forcing weather has generally prevailed in the South all through the summer, and has repaired the disadvantage of a late unfavourable start, and over most of the cotton region the plant is looking well, and picking is rapidly progressing. In the section tributary to New Orleans the prospect is particularly good, though the crop is rather late; but in the Atlantic States the plant has ripened too fast, owing to the excessive heat and the stimulating effect of guano, which has been largely applied, and therefore, though there is an unusual show of open cotton at present, the final result is not expected to be very large. The area under culture this year throughout the South is supposed to be 10 to 15 per cent. greater than last season, and a very considerable increase upon last crop may fairly be expected; but we think there is no ground at present for supposing that estimates of three millions are likely to be realised. The amount of available labour in the South is much the same as last year, and it was then thought to be all needed to pick out the last crop, which has only turned out by the "Official List" 2,260,000 bales: it would seem then unwarrantable to expect an addition to its capacity equal to 750,000 bales, or 33 per cent.

We incline to think, with the light before us, that an addition of 300,000 to 500,000 bales to last crop is all that can fairly be expected as matters stand at present.

It seems, however, to be highly probable that the receipts at the ports will run largely in excess of last year for some time, as picking is progressing very rapidly, especially in the Atlantic States, and current prices are most remunerative to planters, and this influence may tell seriously against our market, as it will lend support to the largest estimates of crop.

It should be observed, however, that in spite of the large receipts, very little cotton is at present being shipped to England; prices at the American ports keep above the parity of our market, and the buying is chiefly for the North and the Continent. We suspect, therefore, it will be a considerable time before any quantity of the new American crop reaches this country, and meanwhile the little handful of American cotton will be almost exhausted, and spinners will have considerable difficulty in tiding over the interval before arrivals take place. Nothing but a persistent policy of short time can keep down the price of American cotton on the spot, and the least activity of demand would at once act upon it.

With regard to East India cotton our visible supply is much below last year, and no further shipments of consequence can be made from Bombay this year, so that its position contains considerable elements of strength, and it is only the fear of prospectively low prices for American cotton that renders holders timid. Its present value is on a parity with 11d. to 11¼d. for middling American when that class is abundant, and therefore if it falls much further it would involve the expectation of very much lower prices for American cotton next year.

We receive highly favourable accounts of the growing Indian crops. The area under culture is larger than last year; the rains have been abundant, and everything is promising well for a large increase in the yield. It will be several months, however, before the new crop appears at Bombay in quantity.

The main point, however, that at present regulates the course of our market is the state of trade in Manchester. So long as it continues in its present depressed condition prices here must droop, and if spinners persist in their short time policy a few weeks longer a further important decline may take place, but any resumption of active working would at once stop the declining tendency, for our reserves of stock are still very small, and would run down rapidly before Christmas were a period of large deliveries to ensue.

SARSAPARILLA.

WILKINSON'S (late BRIDGE'S) ESSENCE OF FLUID EXTRACT OF RED JAMAICA SARSAPARILLA, prescribed by the Faculty for Purifying the Blood, Deadly, Liver Complaints, and freeing the system from the effects of Mercury; exclusively used in India and the Colonies as a prevention to Tropical Diseases.

"Superior preparation that may always be relied upon."—Sir Astley Cooper.

"We are in every respect satisfied with it."—Lancet.

"We recommend your Sarsaparilla as the best."—Medical Review.

Sold in ½, ¼, and pint bottles.

CAUTION.—Many spurious, worthless, and injurious preparations are offered to the Public; see that both Bottle and Label have the Name and Addresses, also Trade Mark (W in a diamond).

QUINTESSENCE OF JAMAICA GINGER AND CAMOMILE.

WILKINSON'S preparation of Ginger and Camomile has long been deservedly known as an excellent domestic medicine. It is a most efficient Stomachic Tonic, and the best remedy for Flatulency and disorders arising from impaired digestion.

It is not affected by climate.

No European in India or Tropical Countries should be without it.

Sold in ½, ¼, and ⅛ pint bottles.

AROMATIC TINCTURE OF QUINODINE.

For the prevention of Fever, Ague, and effects of Malaria. An unfailing remedy.

It may be mentioned that those who, during the campaign in the Terai, daily took a small quantity, passed entirely unharmed through the raking fire of Fever and Dysentery that thinned the ranks aroundthem.

Sold in half and quarter-pint bottles.

Prepared only by Thos. Wilkinson, 270, Regent Street, London.

BOMBAY:—

Wholesale and Retail Agents, Treacher & Co., Limited, (Medical Hall, Byculla, and Fort), Foonah.

And of all the principal Towns in India and the Colonies.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.—(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 26th July 1864.)

Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by Amended Act of 1867.

Subscribed and Paid-up Capital £3,200,000
Reserve Fund 800,000

HEAD OFFICE—PARIS.

AGENCIES.

Bourbon (Reunion), London, Alexandria, Calcutta, Hongkong, Saigon, Shanghai, and Yokohama.

LONDON BANKERS.

The Union Bank of London; Messrs. C. J. Hambro and Sons.
AGENTS IN SCOTLAND.—National Bank of Scotland.
AGENTS IN IRELAND.—The Munster Bank, Limited. The Belfast Banking Company.

TERMS OF BUSINESS.

The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.

Interest is allowed at the rate of 2 per cent. per annum on current deposits on the minimum monthly balances.

Investments and sales of all descriptions of British and Foreign Securities, &c., effected.

The Bank takes charge of Securities for customers, and receives Dividends on Indian and Foreign Funds, Railway and other Shares.

Every other description of Banking business transacted.

All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."

E. J. HARDCASTLE,
Manager.

9, Rampart Row, Bombay, 25th August 1869.

AGRA BANK (Limited).—Capital—£1,000,000 (One Million Sterling).
In 100,000 Shares of £10 each.

HEAD OFFICE—Nicholas Lane, Lombard Street, London, E.C.

Edinburgh Branch—17 St. Andrew Square.

BRANCHES IN INDIA.

Calcutta	Agra.	Kurrachee.
Madras.	Bombay.	Lahore.

The Bombay Manager grants Bills of Exchange at the following rates on London at 6 months sight at 1/11 11/16 per Rupee.

4	do.	1/11 9/16	"
3	do.	1/11 1/2	"
2	do.	1/11 7/16	"
1	do.	1/11 3/8	"
On demand		1/11 5/16	"
On Scotland		1/11 5/16	"

No drafts at six months' sight are granted for sums under £50, and sums under £20 are only drawn for on demand.

INTEREST.

On Deposits repayable on demand will be credited half-yearly (on 30th June and 31st December) at the rate of 2 per cent. per annum on the minimum monthly balance not exceeding Rs. 1,00,000 upon all accounts the balances of which have stood during the six months fallen below Rs. 1,0,00. When such has been the case, no interest will be allowed.

On Fixed Deposits subject to 3 months' Notice of withdrawal 3 per cent. per ann.

Do.	6	do. 4
Do.	12	do. 5
Do.	24	do. 6

The Bank takes charge of Government Paper and other Securities for constituents without charge.

All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank (Limited), or order.

Hours of business, 10 to 3; Saturday, 10 to 1.

EDWARD MORRISS, Manager.

Bombay, 16th October, 1869.

HONGKONG and SHANGHAI BANKING CORPORATION.

Subscribed Capital		$50,00,000
Paid-up Capital		$3,75,00, 00
Reserve Fund		$7,00,000

LONDON BANKERS.—The London and County Bank.

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HEAD OFFICE—Hongkong.

CHIEF MANAGER—Victor Kresser, Esq.

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Hankow.	Yokohama.	Bombay.

London.

BOMBAY AGENCY.

The Bank grants drafts at Current rates of Exchange on the London and the County Bank, London. It also purchases Bills and grants Drafts payable at its various Branches in India, China, and Japan.

INTEREST

On Fixed Deposits will be allowed, payable half-yearly, as follows:—

12 Months	6	per cent per annum.
6 "	5	do. do.
4 "	3	do. do.

In the meantime the Bank does not open Current Accounts.

All letters should be addressed, and Hoondies made payable, to the Agent, Hongkong and Shanghai Banking Corporation.

Any information as to rules of business may be obtained at the office or by letter to the Agent.

R. STEVENSON,
Agent in Bombay.

Bombay, 27th September, 1869.

INSURANCES.

GUARDIAN FIRE & LIFE ASSURANCE COMPANY.—The undersigned are prepared to issue Policies against Fire on the usual terms.

SIR CHARLES FORBES & Co., Agents.

ROYAL EXCHANGE ASSURANCE CORPORATION.—Policies covering the risk of Fire on Merchandise and buildings in Bombay are issued by

REMINGTON & Co.,
Agents, Royal Exchange Assurance Corporation.

Bombay, 16th August 1865.

FURTHER REDUCTION in the RATES of FIRE INSURANCE.—The English Assurance Company, (being free from combination), issue Fire Policies at rates 20 per cent. below *all* and 25 to 50 per cent. below most, other Offices in Bombay.

LIFE RATES, which are also very moderate, apply to Europeans and Natives alike.

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The undersigned grant Insurance against loss by Fire on Buildings and their Contents in Bombay and in the Mofussil at current rates; also on Ships in Harbour.

The rate on pucka-built Bungalows in the Suburbs of Bombay, and in the Mofussil, has lately been reduced to three-eighths per cent. per annum.

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Policies of Insurance against Fire, upon Dwelling Houses and other Buildings in both the European and Native Parts of Bombay, continue to be issued by the undersigned on behalf of the above Company.

The rate on Pucka-built Bungalows situated outside the Fort of Bombay, or in any part of the Bombay Presidency, is now reduced to (6) six annas per cent. per annum.

RITCHIE, STEUART & Co., Agent.

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Established 1843.

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The undersigned is authorised to accept risks on Precious Stones and other valuables sent through the Post in Registered Letters to London, and on Cargoes by Steamers and first-class Sailing Vessels, at current rates of premium, to England and all Eastern Ports; claims being payable at the option of the assured in India, China, or London, according to the established usage of Lloyd's.

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CHURCH of ENGLAND ASSURANCE INSTITUTION.—Established 1840.
Empowered by special Act of Parliament, 4 and 5 Vic., cap. XCII.

Capital One Million Sterling.

Life Assurances of every description granted.
Retiring Provision combined with Life Assurance.
Free Policies issued which can never altogether lapse through non-payment of Premium.
No extra charge for sea passage.
Reduction to European rates without medical examination.
Premium may be paid annually, half yearly, quarterly, or monthly as desired.
Parsee and Armenian lives insured.
For detailed Prospectus, &c., apply to
Bombay, 18th May, 1869. REMINGTON & Co., Agents.

THE GUARDIAN FIRE and LIFE ASSURANCE COMPANY.—Established 1821.
Subscribed Capital, Two Millions.
11, Lombard Street, London, E.C.

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Hy. Bonham Carter, Esq.	J. G. Hubbard, Esq
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James Goodson, Esq.	Alexan. J. Robarts, Esq.
Archibald Hamilton, Esq.	Henry Vigne, Esq.
Thompson Hankey, Esq.	

Agents in Bombay, SIR CHARLES FORBES & Co.

Bombay, 16th February 1869.

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Incorporated by Royal Charter A. D. 1722.

HEAD OFFICE—No. 7, Royal Exchange, London, E.

J. Alexander Hankey, Esq., Governor.
Bonamy Dobree, Esq., Sub-Governor.
Patrick F. Robertson, Esq., Deputy Governor.
John Lawrence, Esq., Secretary.
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This Corporation has granted Assurance on Lives for a period exceeding One Hundred and Forty Years, having issued its first Policy on the 7th June, 1721.

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EAST INDIAN RATES FOR CIVILIANS.
Annual Premiums to Assure Rs. 1,000.

Age next birthday.	For the whole term of Life.		Age next birth day.	For the terms of one year and seven respectively.			
	With profits.	Without profits.		One year.		Seven years.	
	Rs. a. p.	Rs. a. p.		Rs. a. p.		Rs. a. p.	
20	38 11 4	33 13 4	35	29 6 0		30 0 0	
30	40 1 0	36 0 0	40	30 0 0		31 13 4	
40	48 14 0	44 0 0	45	34 12 0		38 3 4	
50	64 2 0	57 11 4	50	39 10 8		43 13 0	
60	92 0 0	82 12 8					

Risks on Parsee and Eurasian Lives accepted at European rates.

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Fire Insurances are effected at Moderate Rates upon every description of property.

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Agents London Assurance Corporation.

Bombay, 7th December 1864.

HOLLOWAY'S OINTMENT AND PILLS.—Sciatica, Rheumatism.—The very sound of these names carries terror to the minds of all who have once experience the torments of these direful diseases; though Holloway has pointed out a method of relief that should give the most desperate sufferer renewed courage and refreshing hope. After the afflicted parts have been duly fomented with tepid brine and carefully dried, this Ointment should be patiently and perseveringly rubbed upon the skin thus prepared for its reception, and these Pills should be taken in doses as prescribed in the accompanying directions. A simple course will conduct the severest forms of tic, neuralgia, rheumatism, and gout, to an easy resolution, reduce the accompanying swelling, relax the tightened tendons, and strengthen the nerveless limb.

FOR SALE.

FOR SALE, a Jollyboat lately painted, and in thorough repair, with complete fittings. For particulars apply at the "Bombay Gazette" office.

TO PRINTERS and Others.—For SALE, a large quantity of French DOUBLE FOOLSCAP PRINTING PAPER, at Rs. 3-4 per Ream.—Apply to the Manager "Bombay Gazette," Meadow Street, Fort.

ESSENCE ZOROASTER,
Dile Channan.

The most excellent and unsurpassed PERFUME hitherto manufactured in the world, made only by D. F. Warden, and sold by Messrs. Thomson & Co., Chemists, &c., Bombay, and by all other Chemists.

The SUNDAY PERFUME will be also out on MONDAY morning only two or three dozen. Price in 2 ounce stoppered bottles, Rs. 5.

D. F. WARDEN.

PAPER FOR SALE.

PRINTING:—Royal 18 to 28 lb., Super-royal 28 lb., Double Royal 36 and 40 lb.

HAND-MADE:—Foolscap, Post, Large Post, Demy, Medium, Royal, Super-royal, Imperial, Bank Medium 13 lb. uncut and also cut into letter paper.

MACHINE-MADE:—Foolscap 9 to 18 lb., superfine cream laid 12 to 18 lb.—Crown 8 lb., Large Post 13 and 15 lb., Medium 18 lb.—Azure laid Foolscap, Demy, Medium, Royal, and Super-royal, "extra strong" for Deeds, &c.

BLOTTING:—Superior lilac 3s lb.

CARTRIDGE:—Cream shade rolled 25½ by 37½ in.

PACKING:—Casing 22 by 36 in. 50 lb. for Spinning Mills &c.

Apply to our Godown-keeper. PEEL, CASSELS & Co.
Forbes Street, 6th October, 1869.

PREPARED BOARDS for Flooring, Ceiling, Partitions, &c.

TONGUED AND GROOVED.

Whitewood ⅛ by 6½ in., ¼ by 7½ in., and ⅜ by 6 in., also Redwood ⅜ by 6 in., and 1¼ by 6½ in.

TONGUED, GROOVED AND BEADED.

Whitewood and Redwood ⅛ by 6½ in.

For sale in lots of not less than 3,000 Lineal feet deliverable on Carnac Bunder.

Apply to our Godown-keeper. PEEL, CASSELS, & Co.
Forbes Street.

MACHINERY FOR SALE, At reduced prices, to close an account.

One 8½ by 16 horizontal steam engine and Cornish boiler.
One 5 H. P. horizontal pumping portable engine on wheels.
One 3 H. P. condensing horizontal engine with tubular upright boiler.
One 16 H. P. portable boiler.
Six hydraulic presses for piece-goods.
Seven 24 circular saw benches, without saws.
Six jewellers' rolls for reducing silver or gold.
Two large and two small circular printing machines.
One rack saw bench, self-acting.
Seven garden pumps of various sizes.
A large box of bolt and round nuts, so as to be welded to any length
A lot of 4 feet furnace bars.
Biscuit making and dough making machines, for bakers.
Brick making machinery.
Cast metal pullies from 27 inches up to 5 feet, turned rims, some bored to sizes and others not, &c. &c., too numerous to mention.

The Machinery can be seen, and all information given, at the Works of Messrs. A. LAING & SON, Machinists and Gunmakers, Carsetjee Soonabhoy Street, Camattecpoora.

Bombay, 18th October, 1869.

MANILLA CIGARS and CHEROOTS.

	Cash. Rs. as.	Credit. Rs. as.
No. 1 Cigars .....per thousand.	90 0	100 0
No. 2 Cheroots and Cigars..... "	0	50 0
No. 3 Cigars ..... "	0	45 0

CLARO, light and delicately flavoured.
OSCURO, rich, aromatic, and full flavoured.

Of the same brand which has been repeatedly pronounced by competent connoisseurs to be

THE FINEST IMPORTED.

Fresh supplies on Sale by

TREACHER & Co. (Limited).

PEEK, FREAN, AND CO.'S PRIZE MEDAL BISCUITS.

(LONDON in 1862; DUBLIN in 1865; PARIS in 1867)

	Cash. Credit. Rs. as. Rs. as.
CAPTAIN (plain); LUNCH (plain dry); MILK (plain Coffee); NICNAC (sweet fancy); PEARL (slightly sweet); PRINCE OF WALES (plain); TOURIST (plain); THIN WAFER (dry cheese)	1 lb. tin 0 14 1 0
A. B. C. (for children); ABERNETHY (plain seed); BROWN MEAL (or digestive); CRACKER (plain); CRACKNEL (plain); HARD MIXED (dry); PALACE VARIETIES (rich sweet)	2 " 1 8 1 12
ALBERT (slightly sweet); ARROW-ROOT (plain children's); EUGENIE (vanilla dessert); FAIRY (good wine); GINGER NUT (slightly spiced)	1 lb. tin 1 2 1 4 2 " 1 12 2 0
MIXED FANCY (sweet varieties); SPICE NUTS (very superior)	1 lb. tin 1 4 1 8 2 " 2 4 2 8
Assortments of the above kinds.	1 lb. tins per doz. 11 0 12 8 2 " " 19 8 22 0

MONTHLY SUPPLIES received by the SOLE AGENTS,

TREACHER & Co. (Limited).

FOR SALE, on Commission, at the Rooms of BOMANJEE DOSSABHOY, Commission Agent, next to the Book and Tract Society, Esplanade:

The property of a Gentleman.

A full size nearly new English-built brougham with circular glasses on front, suitable for a single as well as pair of horses by Shelphouse, Birmingham.

A nearly new dog-cart with lamps by McNaught & Smith.

Just Landed.

A very handsome English-built Mail phaeton with lamps, pole and shaft, by R. Ness, Longacre.

The properties of Gentleman.

A second-hand single-seat brougham.

Also,

2 new and light palanquin office shigram with a year's guarantee.

The Property of a Gentleman.

A first-rate Madras-built Mail phaeton with lamps, pole and shaft, by Simpson and Co., in excellent order.

The properties of Gentlemen.

An English-built brougham with surrounding double venetians and circular glasses on front, price Rs. 600.

Ditto Mail phaeton with lamps, pole, and shaft, price Rs. 500.

The property of a Gentleman proceeding Up-country.

A first-rate English-built Malvern dog-cart, with fore-trotting English horse (known by the name of Exulsion formerly belonging to Captain Ducat) and a set of nearly new brass mounted harness.

The above to be seen at the rooms of the undersigned.

Also,

A set of new plated mounted carriage harness by Peat.

Just Landed.

A ditto park phaeton with moveable driving box.

The property of a Gentleman.

3 first-rate miniature brougham by McNaught and Smith, Palliser and Starton.

Just Landed.

A first-rate new Mail phaeton painted and lined green, head with roll back, with lamps, pole, and chain by Hooper and Co., London.

The property of a Gentleman.

A first-rate English-built boat-shaped four seated small open-carriage with moveable glass-shutters.

The property of a Gentleman.

A first-rate English-built boat-shaped open carriage on C. springs by Windover.

Also,

A second-hand English-built door shigram by Thorn.
A ditto ditto Mail phaeton by Kinross.

Just landed ex Star of the South.

1 first-rate new English-built Malvern dog-cart lining with woollen cloth painted dark blue, Collins patent axles, leather dash and side wings.

Also,

A fresh batch of double and single English-made Child's Perambulators.

Just Unpacked.

A fresh batch of highly furnished buggy, dog-cart and carriage harnesses with double buckles plated on white metal and with double stitches and expressly made to order by a well known maker in London. Price Rs. 8 to 100 & 225.

Also,

The property of a Gentleman.

1 nearly new English-built four-seated open-carriage, with lamps and pole, by Jones.

Also,

Properties of a Gentleman.

A first-class second-hand English-built high-wheeled dog-cart, by Bennian and Healey.

Just landed.

Several pairs of spare circular Glasses for miniature brougham of different sizes.

Few Iron Lifters for greasing Carriages.

The Properties of Gentlemen.

One second-hand cab buggy, on C springs by James Hender son, Glasgow.

Just Landed.

A very handsome and small light park phaeton, on C. spring, by Messrs. Nass Brothers, Longacre.

Just Landed.

1 first-class high-wheeled Malvern dog-cart, with College patent axles, hickwood shafts, painted dark blue, and lining to match, by Windower.

Several other new and second hand. Different kinds of carriages to be seen in the other Godown, about 30 yards from the Rooms of the undersigned, on application.

BOMANJEE DOSSABHOY,
Auctioneer and Commission Agent.

Commission Rooms, Esplanade, Bombay,
18th October, 1869.

DENTISTRY.

MR. MAGNUS IRVIN, DENTIST, having arrived in Bombay, is prepared to practice his Profession in all its branches.

Hours of attendance, 10 to 5.

Patients attended at their own